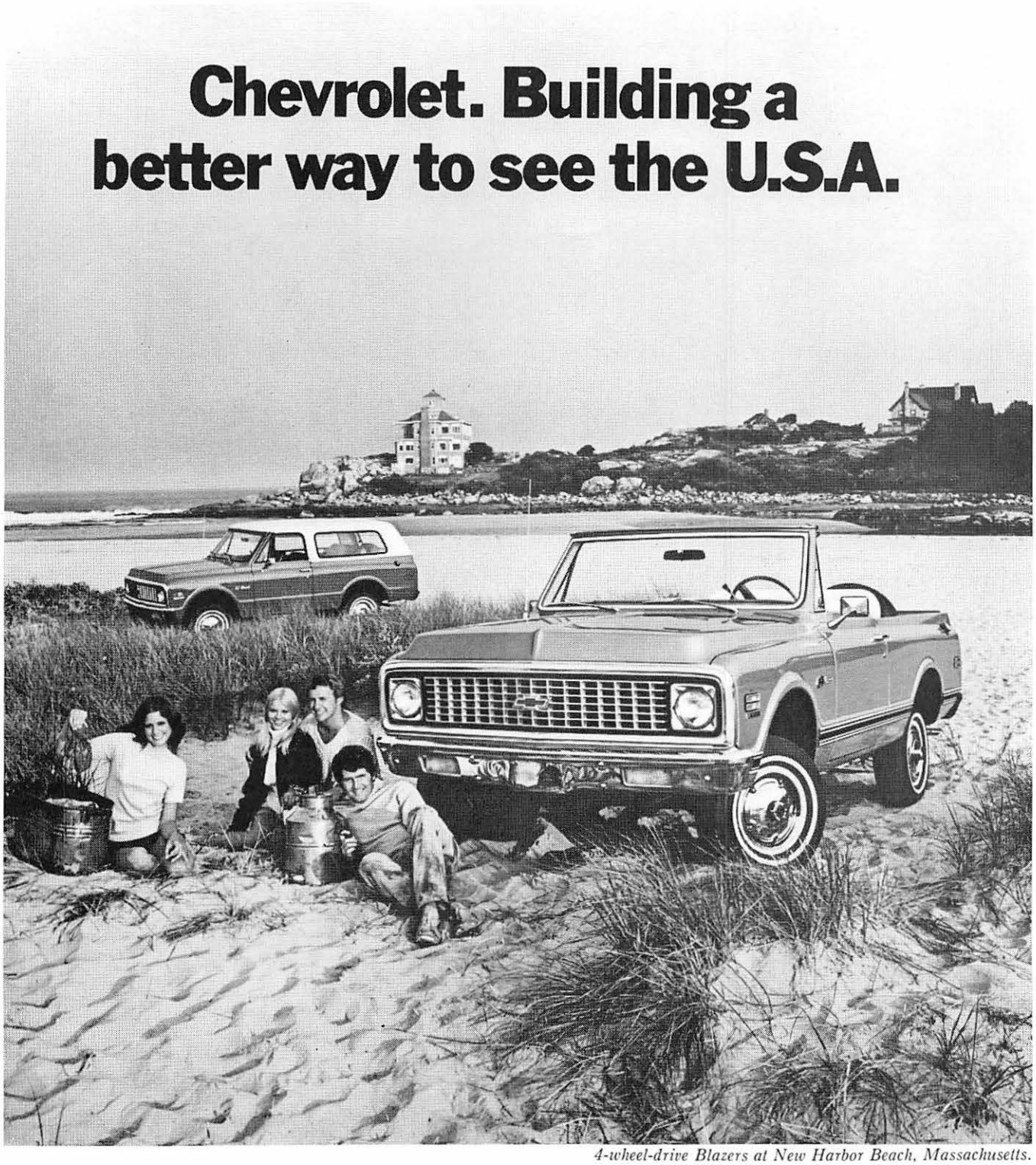
MARCH, 1972

The Signalman's JOURNAL

President C. J. Chamberlain's Message

Safety Board Recommends New Signal Rules

Chevrolet. Building a better way to see the U.S.A.



4-wheel-drive Blazers at New Harbor Beach, Massachusetts.

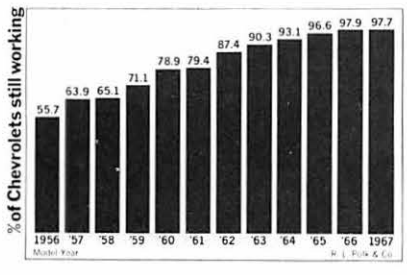
'72 Chevy Blazer. Because the good places start where the good roads end.

Blazer just happens to be a very tough, very roomy, very wide-tracked runabout.

Just happens to come from a family of trucks that are built to last. Take a look at the chart at right. It shows that over 55% of Chevy's 1956 model trucks are still working. No other make has even half.

Blazer. Your best bet for the good places. For a good long time.

Chevy trucks



1972 EASTER SEAL CAMPAIGN DATES: FEBRUARY 28—APRIL 2

1

HERE IS JO ANN SCHAFFER
THE 1972 NATIONAL EASTER SEAL CHILD

Jo Ann Schaffer, 4, was born with cerebral palsy. She is the daughter of Stephen E. and Lillian Schaffer of Northampton, Pa.

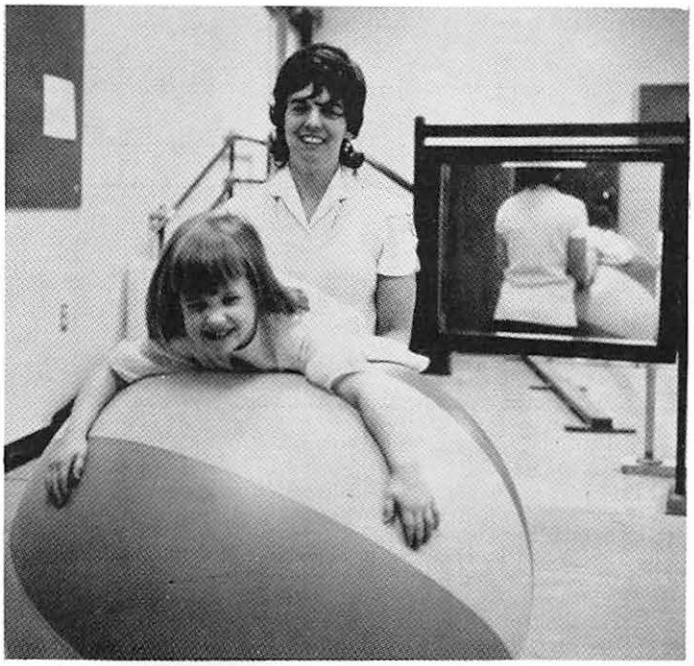
Jo Ann began receiving therapy when she was 18 months old at the center of the Lehigh Valley Easter Seal Society in Bethlehem, a few miles from Northampton.

This sequence of pictures begins with Mrs. Schaffer preparing to take Jo Ann to her daily pre-school class and therapy session at the center.

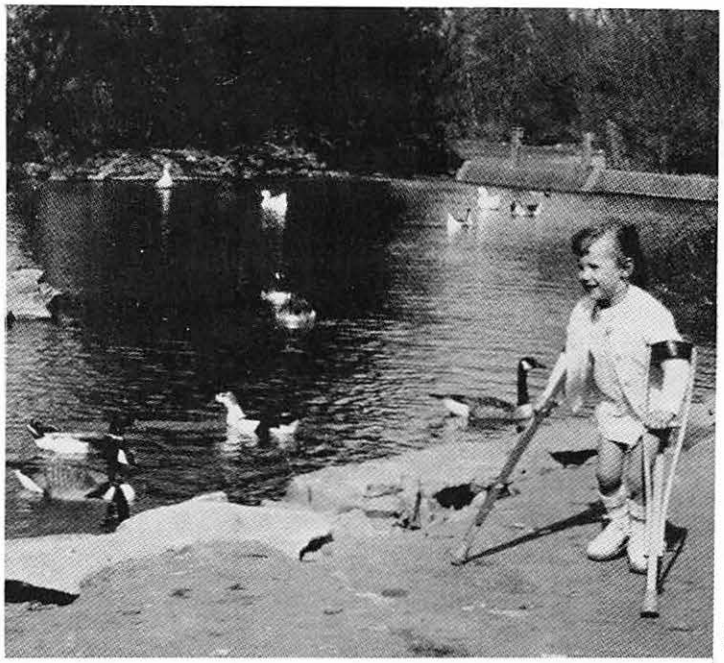
At the center, a physical therapist seems to enjoy along with her little patient an apparent play period on a huge ball that is really meant for muscle stretching exercises and learning balance.

With the aid of Canadian braces, although she can walk for brief periods without them, Jo Ann led the cameraman to a nearby pond to visit the ducks.

Jo Ann, as National Easter Seal Child, symbolizes almost 300,000 handicapped children and adults who annually receive rehabilitation and other services from Easter Seal societies in the 50 states, Washington, D.C. and Puerto Rico.



2



3

THE NATIONAL EASTER SEAL SOCIETY FOR CRIPPLED CHILDREN AND ADULTS

GRAND LODGE DIRECTORY

C. J. CHAMBERLAIN, *President*
2247 W. Lawrence Avenue
Chicago, IL 60625

R. T. BATES, *Sec'y-Treas.*
2247 W. Lawrence Avenue
Chicago, IL 60625

A. E. LYON, *Pres. Emeritus*
1117 So. Wilke Road
Arlington Heights, IL 60005

JESSE CLARK, *Pres. Emeritus*
908 So. Park Drive
Terre Haute, IN 47802

Vice Presidents

W. W. ALTUS
220 South State Street
Chicago, IL 60604

J. T. BASS
Office 201
3121 East Colfax Avenue
Denver, CO 80206

C. S. CHANDLER
4243 Forest Avenue
Paducah, KY 42001

M. B. FRYE
2247 W. Lawrence Avenue
Chicago, IL 60625

T. H. GREGG
Mail Address: Box 528
Bristol, TN 37620
Telegraph Address:
Abingdon Highway
Bristol, VA

B. H. STEUERWALD
Room 804, 400 First St., N.W.,
Washington, DC 20001

Director of Research

W. D. BEST
2247 W. Lawrence Avenue
Chicago, IL 60625

Grand Lodge Representatives

A. N. COTTON
2515 Portage Ave., Suite 204
Winnipeg 12, Man., Canada

G. F. HARPER
2247 W. Lawrence Avenue
Chicago, IL 60625

W. B. HARWELL, JR.
2247 W. Lawrence Avenue
Chicago, IL 60625

H. A. STOCKDALE
Room 508, Crescent Bldg.
1411 Crescent Street
Montreal 107, Que., Canada

J. W. WALSH, JR.
2247 W. Lawrence Avenue
Chicago, IL 60625

Board of Trustees

W. W. LAUER, *Chairman*
122 W. Franklin Avenue
Monmouth, IL 61462

G. A. HARRINGTON, *Secretary*
P. O. Box 489
Cheraw, SC 29520

J. E. Dubois, Member
Room 508, Crescent Bldg.
1411 Crescent Street
Montreal 107, Que. Can.

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

J. W. Walsh, Jr., Editor

2247 Lawrence Ave., Chicago, Ill. 60625

MARCH, 1972

Vol. 53, No. 2

In this Issue

President Chamberlain's Message 31

National Transportaion Safety Board Recommends New Signal and Operating Rules for Railroads 32

Retirement Reminders from R. T. Bates 34

Your Washington Reporter 36
by R. E. Porter

The 'Value-Added' Tax—a National Sales Tax 38

1972 Income Tax Information 40

News from Canada 44

What "Right to Work" law means 46

Local Lodge News 53

Obituary 55

JOURNAL COVER PHOTO

The steam locomotive on the Journal's cover was donated by Gene Autry to the town of Antonito, Colorado for use on the narrow gauge lines running between there and Chama, New Mexico.

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.
ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.
The Signalman's Journal is published monthly (except bi-monthly January-February and July-August) at 213 W. Madison St., Waterloo, Wis., by the Brotherhood of Railroad Signalmen. Second class postage paid at Waterloo, Wis.

INTERNATIONAL LABOR PRESS AFL-CIO ASSOCIATION

A Message From President C.J. Chamberlain

IN THE LAST TWO ISSUES of The Signalman's Journal, we have devoted considerable space to revisions proposed by the Federal Railroad Administration of the Rules, Standards and Instructions for railroad systems.

The January-February issue contained an article relating in detail the history of the R.S. and I. rules and those of us who have been in the signaling profession for many years know how essential they are to the safe and efficient operation of the trains on the nation's railroads.

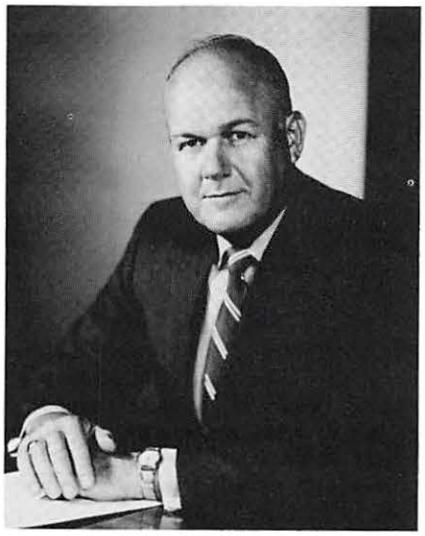
Unfortunately, from time to time incidents are brought to our attention which indicate that some portions of signal systems on some railroads are not being maintained in accordance with the prescribed rules and regulations.

Whenever any incident or existing situation on a particular railroad is brought to our attention which indicates that the rules are not being complied with, we immediately bring it to the attention of the Federal Railroad Administration, Bureau of Railroad Safety, and request that an investigation be made promptly. Investigations by Bureau of Railroad Safety Inspectors are generally made and we are notified in due course of their findings.

For the most part, as we see it, our effort in reporting alleged violations which are brought to our attention by our members is the only means being utilized to police the federal regulations.

From personal observation of the condition of some of the signal systems on certain carriers and our knowledge of the limited signal work force that is charged with the responsibility of installing and maintaining the various signal devices on lengthy territories, it is quite evident to us that there are numerous conditions existing today which are not being brought to our attention that are in direct violation of the Signal Inspection Act.

It is a known fact that the majority of signal maintenance sections today are overloaded and understaffed. It is a known fact that in the vast majority of such cases it is physically impossible for the signal maintainer to perform all of his maintenance work and make all of the tests and inspections that are required under the law.



We also know that some signal employes who are confronted with such unsatisfactory conditions are for some reason, afraid or reluctant to protest to the proper authorities so that corrective action can be taken. We have heard that some employes are fearful of harassment or reprisal against them for reporting violations to proper authorities, and of course, we have known a few carrier officials who have resorted to such scare tactics when they thought they could get away with it.

We hasten to remind signal employes who knowingly tolerate conditions on their territories which are not up to standard and in compliance with the law, that they are the ones *charged* with the responsibility for the proper operation of signal facilities and devices. They are the ones who will be left holding the bag in the event of an accident, false clear, or malfunction of any device that can be attributed to improper or lack of maintenance.

We cannot overstress the importance of every signal maintenance employe telling it like it is. If you are the victim of an overloaded territory and many of you are, do not sign reports that state that you made your regular tests and inspections when in fact you did not because your work load made it physically impossible to do so. In such cases you should protect yourself and put in writing to your respective supervisory officials that the required tests and inspections have not been made and why.

We further recommend that you forward a copy of such letters to our office and we will see that proper authorities are made aware of the situation and corrective action taken.

We are sure that there are some officials who will tell us that we should mind our own business and leave the operation of the railroad to them. In fact, this message was sent to me by a high signal official on one railroad where we reported numerous unsafe conditions which in fact led to a false clear signal. Of course, we were quick to remind him that "signaling is our business" and as duly authorized representatives of signal employes on practically every railroad in the United States and Canada, we have every right to insist that signal systems are maintained in accordance with federal standards and regulations to insure maximum safety in train operation.

Your cooperation can only inure to the benefit and welfare of the public, you and your fellow railroad employes and your families. Can there be a better reason? I think not.

This Year, It's Twice as Important

$2 in '72 for S. P. L.

National Transportation Safety Board Recommends New Signal and Operating Rules for Railroads

THE NATIONAL TRANSportation Safety Board recommended new Federal regulations that would increase automation in train signaling and clarify operating rules while the railroad industry works toward full automation.

The Safety Board noted that while fully automated train operation is feasible the railroad industry can't afford to install it soon.

However, a special Board study of railroad signals and operating rules as accident causes concluded that although signal systems on U.S. railroads, "have been well engineered, the maximum practical level of safety in train operation has not been reached." The study found that, "technology is available to provide at a reasonable cost the signal systems and appliances to overcome many of the conditions and circumstances which lead to costly collisions."

The Board recommended that the Federal Railroad Administration, another transportation department agency, develop a "comprehensive program of signal-system rules. These requirements would include equipping mainline trains with locomotive cab signals duplicating information given by trackside signals that show the presence of trains in a certain track section or block; installing continuous automatic speed control on passenger trains; a system to protect trains from being struck by following trains when they stop within 1,000 feet after reentering a block, and a specified number of different signal indications that must be provided."

The Board also held that more specific operating rules, coupled with improved employe training and better methods to reduce human error in reading and interpreting signals, would both prevent accidents and reduce the net cost to the industry of needed improvements in signaling. The Board noted that the F.R.A. with the added authority of the Federal Railroad Safety Act of 1970 "now has the opportunity to create definite rules on a uniform nationwide basis."

The Safety Board's study showed that although "only a few accidents are attributed to the failures of signals," there is "a significant number of train accidents each year that could have been prevented or their effects reduced by an expanded or different application of signals or related devices and rules."

The board cited accident cases in which train crewmen had misread or misinterpreted signals, exceeded speed restrictions, possibly under supervisory pressure stemming from railroads economic problems; and overridden semiautomatic train control devices which could have prevented accidents. Similarly noted were the "conglomeration" of signal indications now in use; the varying signals on individual roads and resulting possible confusion at certain terminals and on merged lines; and the railroads' drive for "increased production from a reduced number of employes," which the Board said "may create a tendency to subordinate training, safety or rule compliance to productivity."

Even the automatic signal systems employed on much of U.S. railroads' mainline track offer a peculiar safety problem, the Board found in its study. Designed to alert a train engineer when there is a train on a track section or "block" ahead of him, this system gives him no indication of how far the train has progressed through the block. The Board also noted that the existing standard rule for such "automatic block territory" does not require the crew on a stopped train to dispatch a flagman to its rear, as would be required on track not equipped with automatic-block signaling.

The Safety Board concluded that "fully automatic operation would appear to be the desired ultimate for safe train operations," but that the economic situation of the railroad industry precludes the "full-scale development and application of fully automated trains" on today's railroads. The Board held that pending future full automation and "in the absence of large investments in more and better signals, the development of definite objective rules which could be enforced effectively, and which are more compatible with contemporary signal systems, will prevent many of the kinds of accidents" reviewed in the Board's study.

The Safety Board recommended that the Federal Railroad Administration

- Develop a "comprehensive program" of signal system standards

PROTECT YOUR JOB

Register NOW!
Vote Nov. 7

and operating rules which would require, as a minimum, (1) equipping all mainline trains with locomotive cab signals continuously duplicating the indications of trackside automatic block signals; (2) equipping all passenger trains with continuous automatic speed control; (3) "a prescribed positive action which would be recorded for later reference" whenever an engineer overrode a train control device; (4) a new system "to protect trains which stop within 1,000 feet after entering a block from being struck by following trains;" and (5) an "optimum number" of different signal indications as a standard from which deviations would be allowed only when cause could be shown.

• Develop operating rules which are "free of vagueness and which specify definitely the circumstances and action to be taken" by train crewmen.

• Establish under the Federal Railroad Safety Act of 1970 a review of current train employe training, and develop a cooperative Government-industry program of comprehensive training which would include examination of employes and periodic review by the Federal Railroad Administration.

In view of the above recommendations of one agency of the Department of Transportation it would hardly seem possible that another agency of DOT, the Federal Railroad Administration, would propose revisions in the RS&I that would, if adopted, weaken the rules to a point where the only possible effect they will have is to relax the safety of the signal system and thereby cause more accidents.

The Brotherhood of Railroad Signalmen join the National Transportation Safety Board in strongly urging the Department of Transportation to adopt these recommendations as soon as possible.

We also urge the Secretary of Transportation and Mr. Mac Rogers, the Director of the Bureau of Railroad Safety, to study the Safety Board's recommendations and note that the proposed revision of the RS&I is in direct conflict with the intent of these recommendations.

The report number, for those interested, is NTSB-RSS-71-3 and can be purchased from the U.S. Department of Commerce, NTIS, Springfield, Va. 22151 for $3.00 per single copy.

U. P. Purchases Cab Signal Equipment

THE UNION PACIFIC RAILROAD COMPANY PLACED AN ORder with Westinghouse Air Brake Company for 70 sets of Type "EL" coded cab signal equipment for installation on new locomotives purchased recently by the railroad.

The equipment, which consists of a small signal unit mounted at the engineer's eye level, plus sensor equipment ahead of the front wheels, provides a continuous indication of track conditions ahead. In the absence of complete automation, safety in train movement depends on wayside signals, the braking system and the link between them, the locomotive crew. With today's higher speeds and greater traffic density, plus occasional bad weather, the wayside signals reproduced inside the locomotive cab provides a vital aid to the safety of train operation.

Continuous cab signals are operated by processed information received from the coded alternating current transmitted down the rails towards the train. By means of receivers mounted ahead of the leading wheels, the coded signal is picked up and converted into a visual signal on a small display panel in the driver's cab.

Codes are obtained by varying the pulses of alternating current by means of relay contacts and are measured in terms of the number of pulses per minute. A clear wayside signal indication is equivalent to 270 pulses per minute and shows a green light on the cab signal. Three degrees of speed reduction, signalled by illuminated signs on the display panel, are triggered by 180, 120 or 75 pulses per minute depending on the number of clear track sections ahead. A stop indication is ordered when no pulses are received.

When the change is to a more restrictive signal, an audible warning signal sounds in the locomotive. Fail-safe reliability is ensured by the inherent design of equipment and circuits. Any malfunction automatically produces the most restrictive indication. Engine carried apparatus responds uniquely to pre-established code frequencies, providing immunity from foreign current.

Voltages of the same frequency and code rate, are induced into the receiver coils on the locomotive and after amplification, are used to operate a master relay. This relay governs four decoding units that are selectively operated. The associated decoding relays in turn control the cab signals and the warning bell.

Intermittent cab signaling is actuated through a pair of coils placed along the track rather than by the transmission of current through the rails. Various aspects of wayside signals are connected to condensers that tune the coils to the required number of frequencies. Frequency emissions are detected by locomotive mounted receiver coils as the train passes over trackside coils.

Trackside installation consists of a high and low frequency coil while a corresponding pair of wide band amplifiers are mounted on the locotive. Amplifier oscillations are measured by low and high frequency detectors that pass the corresponding steady signals to the logical circuitry. Circuitry is equipped with fail-safe solid state components that compute the incoming signals and trigger the various signals within the cab and, in certain circumstances, set off operation of train control equipment. Use of high and low frequency coils permits transmission of a broader combination of track condition information.

HELP!

If you need help on your income tax, the Internal Revenue Service can answer most questions by phone. The number of your nearest office is in the white pages of your phone book under United States Government, Internal Revenue Service.

RIDE NOW — PAY LATER WITH AMERICAN EXPRESS AND MASTER CHARGE

Amtrak ticket offices in 62 major cities now accept American Express and Master Charge credit cards. By the end of March, all Amtrak offices in 335 cities will be accepting them.

Passengers are encouraged to purchase round-trip tickets with the cards. A passenger may find that the city to which he has traveled does not accept the credit card, and he will be unable to charge his way back.

Payments for food and drink must be in cash.

Office of the

SECRETARY-TREASURER

Effects of Social Security Eligibility on Railroad Retirement Annuities

ABOUT ONE-THIRD OF THE retired railroad employes, over half of their wives, and nearly one-third of the widows now receiving annuities under the Railroad Retirement Act are also receiving social security benefits. These benefits are based on the nonrailroad earnings of either the railroad employe or his wife or widow as the case may be. The following questions and answers explain the effects of social security eligibility on the railroad annuities of retirees and their survivors.

What adjustment is made in the amount of a retired employe's annuity when he is also eligible for social security benefits?

Under the regular formula used to compute the annuities of most railroad retirees, the general increases provided in 1966 (7 percent), 1968 (average about 10 percent) and 1970 (15 percent) are each subject to offset for the comparable increases the retiree receives in his social security benefit. The railroad annuity may be reduced by up to about one-third of the social security benefit. However, because of minimum increase provisions, these increases in the annuity are not entirely offset. Therefore, persons receiving benefits from both systems are getting the full amount from social security while their railroad annuity includes at least a part of the increases granted.

Is the 1971 10-percent increase in railroad retirement annuities also subject to adjustment for social security benefits?

No. This most recent increase is not subject to any such offset. The full increase was paid under both programs.

Is a wife's annuity affected by eligibility for social security benefits?

Yes. A wife's railroad annuity will be affected by a social security benefit paid to her either as a wife or on the basis of her own earnings. The offset in a wife's annuity is similar to the offset in an employe annuity.

What effect does eligibility for a social security benefit have on retirement annuities paid under the special guaranty provision?

The special guaranty provision insures that the total of monthly benefits paid to the retired employe's family under the RRA will not be less than 110 percent of the amount the social security system would pay on the basis of combined railroad-social security earnings, *less the total of actual social security benefits.* Therefore, eligibility of the employe or his wife for social security benefits will cause a substantial reduction in the amount that could be paid to them under the guaranty provision. This in turn usually means that their annuities will be larger when computed under the railroad formula as described in the answer to question 1, and consequently paid under the railroad formula from then on.

Does eligibility for social security benefits have any effect on the amount of a supplemental annuity?

No. The amount of a supplemental annuity is not affected by a social security benefit. However, it is subject to reduction if the annuitant also receives a private pension financed wholly or partly by his former employer.

How is a widow's annuity adjusted for eligibility for social security benefits?

The provisions for widows' annuities are generally similar to those for employe annuities. That is, the full social security benefit is deducted when the annuity is computed under the special guaranty provision, while only a part of the social security benefit is deducted when the annuity is computed under the regular survivor formula. In most cases of dual benefits, the widow's annuity is larger when figured under the regular formula.

Are the work restrictions for social security beneficiaries and railroad retirement annuitants the same?

Only in certain cases. For most retired employes they are quite different. No deductions are made in a railroad annuity computed under the regular formula as long as an annuitant does not return to work for a railroad or for the nonrailroad employer for whom he last worked before retirement. In contrast, an annuitant's social security benefit is subject to deductions if

Yearly Cards Now Available

Special Yearly Cards, for those members who find it convenient to pay their B. of R.S. dues by the year in advance, are now available, Secretary-Treasurer R. T. Bates announced.

Members desiring one of the Yearly Cards should remit their dues for the year 1972 to the financial secretary of their local. The secretary will then report the per capita tax to Grand Lodge and the Yearly Card will be printed with the member's name and returned to the local secretary.

Yearly Cards will be available until March 31, 1972. After that time no more orders will be taken.

You can't lose if you purchase a Yearly Card because dues paid in advance will be returned if the member becomes eligible for a refund due to sickness, furlough, or termination of service. However, you can help lighten the load on your secretary and guarantee yourself good standing in the brotherhood for an entire year by purchasing one of the Yearly Cards.

his earnings exceed $1,680 per year.

For survivor annuitants the work restrictions are generally the same. However, special rules apply to disabled annuitants.

How does the award of social security benefits affect the payment of railroad unemployment or sickness benefits?

The unemployment or sickness benefits are payable only to the extent that they exceed the amount of social security and/or regular railroad retirement benefits payable for the same days. In most cases, some unemployment or sickness benefits still remain payable.

Railroaders with more questions on this subject or questions about other railroad retirement matters should contact their local Railroad Retirement Board office. You can find the address and telephone number in the telephone directory under U.S. Government, Railroad Retirement Board, or by asking at your post office.

Credit for Military Service Under the RRA

A large proportion of the men working in the railroad industry have served in the Armed Forces of the United States. The following questions and answers explain how they can receive credit under the Railroad Retirement Act for their military service.

Under what conditions can an employe receive railroad retirement credit for military service?

The individual must have entered the Armed Forces either involuntarily *or* while the United States was at war or in a state of national emergency; and he must have worked in the railroad industry during the year he entered military service *or* in the preceding year.

What are the dates of the periods when the United States was at war or in a state of emergency?

Starting with World War I, these are:

- April 6, 1917, through November, 11, 1918
- September 8, 1939, through June 14, 1948
- December 16, 1950, to date.

I was drafted in 1949 before the 1950 national emergency began. Can I receive railroad retirement credit for my military service?

Yes. You can get credit for military service outside of a war or emergency period, providing you did not enter the service voluntarily. Also, if you entered military service during a war or emergency period and were required to stay in service after this period, all of your service can generally be creditable.

REMINDER

Employes born in the period from February 2, 1905, through March 1, 1905, lose their eligibility for Railroad Retirement Supplemental annuities if they continue railroad work after March 31, 1972.

I did not go to work for a railroad until after my discharge from the Army in 1947. Does this mean that my military service will not be creditable?

It will not be creditable for retirement purposes under the Railroad Retirement Act, but it will be creditable for benefits paid under the Social Security Act.

I work for a railroad and am a member of the Army Reserve. Would my active duty training and summer camps be creditable?

Yes, and if you were to be called to active duty during the present national emergency, that service would also be creditable.

I was in the United States merchant marine for 3 years during World War II. Can I receive credit for this service?

No. Service with the merchant marine or civilian employment with the Department of Defense is not creditable.

I spent only eight years in the railroad industry but I was working for a railroad at the time I entered the Navy in 1957. Will this military service be creditable under the Railroad Retirement Act or under the Social Security Act?

If your total service—rail and military combined—equals at least 120 months, you would have the 10 years of creditable service required to qualify for an annuity under the Railroad Retirement Act. If you do not meet the 120-month requirement on this basis, your military service as well as your railroad service will be treated as social security credits.

I have more than 10 years of railroad employment but not enough credits for a social security benefit unless my military service is credited under social security. Where would it be to my advantage to claim military service?

You will generally be better off to claim credit with the Social Security Administration. The amount of the minimum social security benefit would usually exceed any amount of additional railroad retirement annuity payable on the basis of military service.

I am eligible for benefits under both the railroad retirement and social security systems without my military service. Where would it be more advantageous for me to claim my military service?

The best procedure is to claim credit for your military service with both agencies. However, it is important that you first claim military service with the Social Security Administration and wait until they have awarded a benefit before claiming your military service with the Board. The Board will then use the military service only if you would be better off by including it with your railroad service. If the Board counts your military service, the Social Security Administration will discontinue using it. On the other hand, once your military service is used by the Board, it cannot be counted toward your social security benefit even though that might be more to your advantage.

If I'm eligible for benefits from the Veterans Administration (VA) can my military service also be creditable for railroad retirement or social security benefits?

Yes, but there is a reduction in railroad retirement annuities as a result of the duplication. Social security makes no reduction, however, if the other benefit is payable by the Veterans Administration.

Can military service count toward the requirements for extended periods of unemployment and sickness benefits under the Railroad Unemployment Insurance Act?

Yes, if it is creditable under the Railroad Retirement Act.

THE DEPARTMENT OF HEALTH, EDUCATION AND WELFARE ANNOUNCED A NEW PREMIUM RATE EFFECTIVE JULY 1, 1972, FOR PART B OF MEDICARE, THE DOCTOR-BILL INSURANCE PROGRAM. THE NEW RATE WILL BE $5.80 PER MONTH, UP FROM THE CURRENT $5.60. THIS APPLIES TO RAILROAD RETIREMENT BENEFICIARIES JUST AS FOR SOCIAL SECURITY BENEFICIARIES.

YOUR WASHINGTON Reporter

By R. E. Porter

RAILROADS DO A LITTLE better in the Budget requests placed before Congress by President Nixon for the 1973 fiscal year—that is, the year staring July 1, 1972. However, the rail carriers still remain low man on the totem pole in terms of federal transport expenditures.

President Nixon's Budget proposals, now being considered by Congress, call for $170 million in federal subsidies to carry Amtrak, the semi-public rail passenger corporation, through fiscal 1972 and 1973.

Of this amount, $105 million would be for the current fiscal year ending June 30—which Congress failed to act upon at the last session—and $65 million for the next fiscal year. That's up from $40 million in grants and $100 million in guaranteed loans voted for Amtrak during its initial phase of operation, starting May 1, 1971.

Also, the budget proposes $17 million in outlays for expansion of Metroliner and TurboTrain high speed service, compared to $9 million during the past fiscal year. In addition, $27 million is asked for "glamor-type" research in such fields as "tracked air cushion vehicles." All told, expenditures of $71 million are urged for rail research programs, nearly double the 1972 figure.

However, this is all still a bagatelle alongside the $5.2 billion allocated for highways, about $1.6 billion for air transport, and $1.2 billion for water transport. Mass transit would get about $390 million.

Total outlays on transportation programs during the new fiscal year aggregate $8.7 billion in the proposed budget, of which the railroads, if all items are included, would be allotted about 1½ percent.

In addition, President Nixon reiterated endorsement of a pending legislation which would authorize up to $3 billion in federal loan guarantees for acquisition of new rail freight cars. Railroads, jointly with the trucking industry and barge lines, are pressing for a different bill which would provide up to $5 billion in loan guarantees.

* * *

At a time when the Administration is continuing to press for legislation which would virtually scuttle the Railway Labor Act and impose compulsory arbitration, the National Mediation Board declares that "in the aggregate," the machinery of the Act "has worked well." The Board said so in its 37th annual report to Congress.

The Administration's proposal would shift jurisdiction over disputes in the railroad field to the Taft-Hartley Act and add a "final selection offer" form of compulsory arbitration. In making this proposal, Administration officials claim that the Railway Labor Act has failed.

However, the Mediation Board, which administers that law, denied that the Act has outlived its usefulness. It conceded that in recent years "the complexity of issues"—such as management demands to wipe out long-established work rules and union efforts to secure job security as well as adequate wages—has made settlements more difficult to achieve.

Even so, "the majority of such problems have been solved through the collective bargaining process," after Emergency Boards have made settlement recommendations. In most instances through the years, "the recommendations of emergency boards have been accepted by the parties as a basis for resolving their disputes without resort to a final test of economic strength."

Even where strikes or lockouts have occurred, "the period of conflict has been shortened by the recommendations of the boards, which narrowed the area of disagreement between the parties and clarified the issues in dispute."

Success of the law in the future, the Board declared, "depends upon continued respect for the processes of free collective bargaining and consideration of the public interest involved."

* * *

Debate over the question of nationalizing the railroads continues unabated. Recently, the Wall Street Journal carried an article which reported that "the government is heading reluctantly but perhaps irreversibly toward some sort of takeover of the nation's troubled railroads."

The Journal quotes James B. Beggs, Undersecretary of Transportation, as saying "it's conceivable that we will propose some kind of nationalization." Also, it cites studies of possible nationalization being made by "Capitol Hill planners."

As evidence of a trend to public ownership, the paper points to the federal takeover of most intercity rail passenger service through Amtrak and the government's seizure of a small railroad, the Lehigh & New England, after its parent company, the Central of New Jersey, "defaulted on a federal loan." Similar seizures of other bankrupt roads could follow.

"The most likely starting point for nationalization would be the Penn Central, now deep in the toils of bankruptcy and unlikely to emerge soon," the Journal asserted.

The Journal story upset government officials and some of them, in statements and speeches, denied rail nationalization is being seriously considered.

One such denial came from John W. Ingram, Federal Railroad Administrator. He declared that nationalization "offers no cure for the railroad industry's problems."

"Those who look longingly at other countries' railroads—the nationalized ones—as paragons of efficiency and profit spend too much of their time gazing at the glamorized versions of foreign travel in the travel sections of their newspapers. They are not taking a hard look at the profit and loss pictures of these railroads. These are not so glamorous.

"We in the Department of Trans-

portation have looked long at these figures over a period of time and we see nothing there that makes us want to take over the nation's railroads. In fact, we see just the opposite, and it makes us renew our efforts to do all we can to make sure that such a step never comes about."

On the other hand, John A. Creedy, president of the Water Transport Association, declared in a speech at Louisville, Kentucky, that during a recent trip to Washington he "was alarmed by the extent to which many government officials are beginning to believe that nationalization is inevitable."

"The shock effect of the idea of nationalization has worn off," Creedy said. "Policy makers very high in government are beginning to think the unthinkable."

Creedy cautioned against letting this "unthinkable"—nationalization of the railroads—come to pass. If rails fall under government ownership, then other forms of transportation would be nationalized next, and eventually additional major sectors of the industrial economy would meet the same fate, Creedy warned.

* * *

Every country in Europe is "steadily improving" its rail passenger service and "installing new equipment as fast as it can," the New York Times recently reported. In contrast with the deterioration of rail passenger service in the United States, the European nations have introduced many fast new trains and these trains are offering tough competition to airline and highways, the Times said.

It cited two reasons for these developments overseas: 1) "European lines are all government-run" and 2) "average hauls are much shorter" than in the U.S., and trains are superior to airplanes for distances of up to 300 miles. Also, the Times explained that public authorities in Europe have generally concluded that "the train is still the most efficient means of mass transportation."

* * *

Salaries paid to Amtrak officials became public property for the first time when Rep. Lionel Van Deerlin (D., Calif.), a member of the House Interstate Commerce Committee, included some of them in a speech he gave to the House.

He listed these salaries: President Roger Lewis, $125,000; Vice Presidents Harold Wanaselja (operations) and Robert Medvecky, who is also general counsel, each $55,000; Vice Presidents Gerald Morgan (government affairs) and Harold Graham (marketing), each $50,000; Vice President David Watts (planning), $37,500, and Controller Sydney Stearns, $40,000.

Van Deerlin viewed these salaries as too high at a time when Amtrak is seeking another $170 million in subsidies from Congress to carry it through mid-1973.

"High pay may have become the rule for top executives in America's deficit-ridden private railroads," he said, "but so far as I can learn there is not a single official of the publicly operated, highly successful railroads of Europe or Japan who draws as high a salary as Roger Lewis.

"Is it not strange that an organization losing so much money can be so generous toward its key personnel?" he asked. "With Amtrak now looking for another $170 million, we should insist that the money be used to improve service—not for more executive gravy."

* * *

Some railroads have been accused of doing little to help Amtrak succeed—in fact, of pursuing a policy of conspicuous non-cooperation.

Their negative attitude was underscored in an interview with President B. F. Biaggini of the Southern Pacific, carried in the magazine U.S. News & World Report.

"There is no market for long-distance, intercity passenger transportation by rail," Biaggini declared. "People just won't ride it, and they won't pay what they should to support the service."

He added that he didn't think the taxpayers should put several hundred million dollars a year to support Amtrak service "if the demand is not there."

"I think Amtrak's function should be to preside over an orderly shrinkage of rail passenger service," Biaggini said. This gloomy position reflected the SP's own notorious policy through the years of downgrading passenger service and driving passengers away.

Biaggini went so far as to predict that in 10 years the U.S. is not likely to "have any rail passenger service other than in a place like the Northeast Corridor—the stretch from Boston to Washington."

Biaggini's note of gloom seemed to show that the SP wants to be vindicated in the policy it pursued for so long—of wiping out passenger service. Fortunately, officials of Amtrak, most members of Congress, and a good share of the public take a much more hopeful view of the prospects for the semi-public rail passenger corporation than do jeremiahs like Biaggini.

* * *

Two more reports—one by the staff of the Housing Banking Committee, the other by the staff of the Interstate Commerce Commission—have turned the searchlight anew on what went wrong in the Penn Central before the giant carrier's plunge into bankruptcy.

The House staff report revealed that one member of the PC's board of directors, Robert S. Odell, a California real estate developer, kept warning his 21 fellow directors that the PC was in trouble and that the management should be reorganized. His warnings went unheeded and he resigned well before the bankruptcy.

Rep. Wright Patman (D., Tex.), chairman of the Banking Committee, said the staff study showed "the complete breakdown of the director system in a great American corporation." He urged federal standards to correct weaknesses in the director setup and to require representation on such boards of spokesmen for investors, employes, customers, consumers and the general public.

Patman also criticized the role of big banks in financing the PC's program of diversification into other businesses. The banks failed to monitor the program and thus let it go down the road to disaster, he said. Patman urged limitations on banker participation in corporate boards of directors.

The report also revealed that the PC kept paying large dividends while profits were plunging, and that salaries of many officials zoomed. That of Stuart Saunders, chairman, jumped from $130,000 to $225,000 a year.

The new ICC staff report revealed, among other things, that former top PC officers took about $1 million from supplemental carrier pension funds and invested the sum into stock of a firm that later went into receivership.

Further, the report charged that as a result of interlocking directorships between the PC and banks, as well as other corporations, the carrier came under pressure to keep paying hundreds of millions of dollars in dividends, which should have been held in the carrier's reserves to ease its worsening financial situation.

The 'Value-Added' Tax —A National Sales Tax

THE ADMINISTRATION again is floating trial balloons advocating a "new" tax—a so-called value-added tax.

This tax is a national retail sales tax masquerading under a new name.

It could completely destory the thin margin of equity that remains in the federal tax structure.

This tax has been, and still is, the perennial favorite of those who feel the federal corporate and individual income-tax system overburdens wealthy individuals and businesses and treads too lightly on those whose incomes are modest and have few, if any, escape hatches.

In 1966 the Committee for Economic Development, a business-supported research organization, brought the first flurry of attention to the tax. According to the CED's 1966 recommendations, a value-added tax should be substituted for a part of the corporate income tax.

In 1968 the value-added tax enjoyed another round of attention. This time it was offered as a means to improve our balance-of-payments position. The excuse was that Europeans enjoy a competitive advantage since, under the rules of GATT, governments can reimburse businesses for direct taxes (those on consumption) on goods for export but indirect taxes (income taxes) cannot be rebated.

And, since the Nixon Administration took office, the value-added tax has continually maintained a position of prominence among a varied array of tax proposals and tax trial balloons—proposals which in the main were geared to shifting ever more of the nation's tax burden away from business and the wealthy and onto the backs of moderate- and middle-income individuals.

Ironically, right upon the heels of the huge Administration-sponsored business-tax giveaways of the 1971 Revenue Act the value-added tax is once again being touted. This time the ploy is to exploit current taxpayer dissatisfaction with the property tax.

If enacted, the effect would be to put the federal government firmly in the sales-tax business and heap a still larger share of the tax burden on the shoulders of low-and middle-income wage earners.

What the Tax is Not: Value added is not a new way of taxing—it is merely a different method of collecting a sales tax. The tax burden falls entirely on the consumer, and all the regressive attributes of sales taxes apply to the value-added tax. According to Stanley Surrey, former Assistant Secretary of the Treasury, such taxes ". . . are in fact sales taxes in their structural design and economic effects."

How It Works: The sales taxes familiar to most Americans are applied at one time, at the last (retail) stage of the production and distribution cycle.

Under the value-added system, a piece of the tax is collected at each stage and, through a complicated process of rebates, credits and price adjustments, it is bucked forward to each business involved in the production and distribution system. Since the final consumer receives no rebate and has no one to pass the tax on to, he bears the full burden—the same as he would under a retail sales tax.

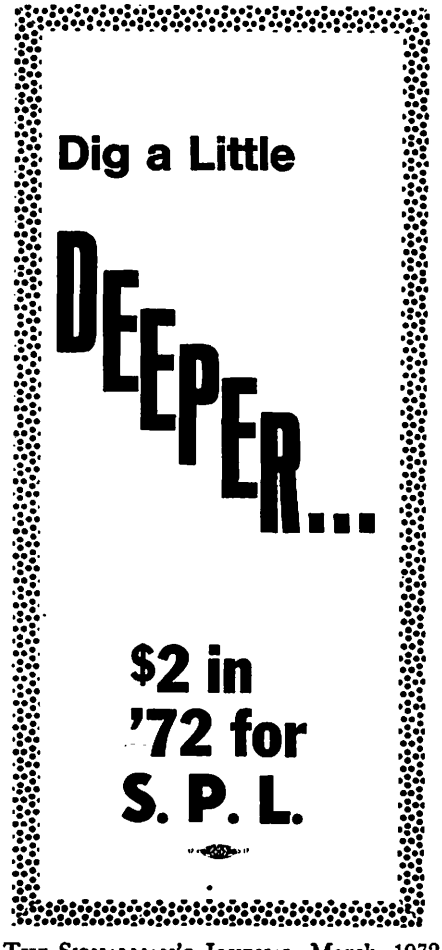
In principle, the value added by each business involved in the production and distribution of an item equals the item's retail price. To determine the value-added of a particular firm, the idea is to separate the value of that firm's input to the product from the value of the inputs of its suppliers.

To figure its tax a firm would apply the tax rate to its total sales in order to find the "preliminary" tax due. From this amount the firm would subtract the taxes that were included in the price it paid on its purchases of raw materials, semifinished products, or component parts. This amount is subtracted from the preliminary tax due, and the remainder is the amount the firm owes the government. The full tax (the amount paid to the government and the amount paid to its suppliers) is added to the selling price of the firm's goods. The result is that the firm has paid a piece of the tax directly to the government, reimbursed its suppliers for the taxes they paid, and passed the entire amount on to the purchases of its products. The firm has no tax burden.

This process continues from firm to firm until the product reaches the consumer. The consumer receives no rebate, cannot pass the tax on to anyone else, and therefore bears the full burden of the tax.

Currently the federal budget and the economy are in trouble and the Administration is groping for new revenue sources. At the same time, the Administration is working within the framework of a philosophy that even more of the nation's tax burden should be shifted toward middle- and moderate-income workers and consumers and away from corporations. The value-added tax fits this framework.

Additional consumer taxes can erode the equity of the nation's tax structure as seriously as additional loopholes.



Consumer taxes exact their burden from low- and moderate-income groups who must spend all or most of their income. Wealthy individuals who can save and invest shelter much of their income from the tax. We see no justification to add to the tax burdens of those with modest incomes or put the federal government in the sales-tax business.

What is more, after the recent business-tax cutting contained in the Revenue Act of 1971, the value-added tax, even if veiled as a means to reduce the property tax, is in actuality a foot in the door to a further erosion of the share of taxes paid by business and a further shift in the tax burden from businesses and their owners to individual workers and consumers.

It is for these reasons that we urge a continuing vigil to assure the rejection of all tax devices and gimmicks that run counter to the goals of tax justice. These include proposals such as the value-added tax, which is simply a national sales tax masquerading under a new name, or the addition of new, so-called business tax-incentive schemes. Such measures are haphazard, costly and wasteful approaches to meeting national goals. They reward those who need it least, at the expense of those who need it most.

A five percent value-added tax would cost the average American family of four about $200 per year.

Such a tax would be equivalent to reducing the recently-raised income tax personal exemption from $750 down to $500 per person—a family loss of $1,000 in personal exemptions.

PAYS TO READ

A survey conducted by Louis Harris and Associates for the National Reading Council reveals that 21 million Americans 16 years of age or more still cannot read well enough to understand a classified ad! Interesting, but not surprising, is the fact that 24% of the group unable to read have incomes under $5,000.

DIVIDED LOYALTIES NOTED

The government spends $4 million to $4.5 million each year telling its citizens that "cigarette smoking is dangerous to your health" and then it spends another $68 million encouraging farmers to grow tobacco and processors to sell it abroad.

The Campaign Is On

LABOR'S 1972 POLITICAL campaign is on.

Its objective: To put the nation back on the road to economic health by replacing the Nixon Administration with one committed to—and with policies to implement—full employment.

This theme was constantly stated and restated during the AFL-CIO convention. Faced with the harsh failures of President Nixon's economic programs—doubled unemployment, a 15 percent rise in living costs, and inequitable "new economic policy"—the 900 convention delegates displayed solid support for the AFL-CIO's fight for economic justice and its determination to restore economic health.

The convention endorsed a resolution urging "total commitment at all levels of the trade union movement" to secure political victory next year.

The resolution said: "There will be a strong possibility to support a winning presidential candidate and to elect a substantially more liberal House and Senate" in 1972, and continued, "S u c h a combination could produce needed social legislation on the same scale as 1965-66, following the Johnson landslide."

Pointing out that the 1972 campaign starts now, the convention urged all-out cooperation by all affiliated unions. "All levels of the leadership and staff of the labor movement should make political action a priority from now to Election Day 1972," the resolution stressed.

It said activity must begin at once, "particularly at the local union level where members can be reached, educated and motivated, and persuaded to register and vote."

The AFL-CIO convention called for establishment of a committee in every affiliated union, "charged with the responsibility of engaging every member possible in the democratic process."

It called for an extra effort on the part of local unions, state and local central labor councils and international unions to involve the approximately 11 million youngsters in the 18-20 age group who will be eligible to vote in their first presidential election.

"Young members, and the voting-age off-spring of union members, can bring tremendous new zeal and energy to our political programs," the convention said.

The AFL-CIO Executive Council had reported to the convention that most of the emphasis concerning the political impact of this new group of voters has centered on the college campus.

But as the council noted, that point of view overlooks the majority of the new potential voters who are not in school.

The council said President Nixon will be "vulnerable" in the 1972 election because of continued high unemployment and high prices that the Administration's economic policies have fostered over the past two years.

But the council warned that any repeat of the 1968 Democratic infighting could sap the advantage that Democrats appear to have now.

AFL-CIO Position On Presidential Election

AFL - CIO PRESIDENT George Meany made the following statement:

To clarify the position of the AFL-CIO on the 1972 presidential election, the following points should be noted:

1. At this time, the AFL-CIO has taken no official action and made no official decision that it would oppose any candidate or support any candidate.

2. Any recent statements made by individuals connected with the AFL-CIO represent their own personal opinions and do not in any way represent official AFL-CIO policy.

3. Endorsement of presidential and vice presidential candidates are, under our traditional practice, a matter for decision by the General Board, which meets for such purpose after the major parties have chosen their candidates. The decision of the General Board is always officially and publicly announced.

4. Until that decision, the political activities of the AFL-CIO will include a vigorous pursuit of our registration campaign, a major drive to inform union members about the issues and the voting and performance records of public officials, and plans for a massive get-out-the-vote drive on Election Day.

Getting Your Rightful Deductions

1972 Income Tax Information

LAST YEAR MANY MODERerate-income wage earners sought the expensive and often-erratic help of fee-charging tax services, mainly because the government had eliminated the short-form card return. Everybody now must use the more complicated Form 1040.

Actually there is nothing to worry about. The first page of Form 1040 itself can be used as a short form return—if that really is in your best interest—simply by filling in the top half and looking up your tax in the tax table provided in the instruction booklet. Form 1040 really is more favorable to you because it allows you to subtract from your income permitted adjustments such as allowable sick pay, moving expenses to a new job, and several types of employe job-travel expenses. The old short form had no place to take these "adjustments" (not to be confused with "deductions").

If you want, the Internal Revenue Service even will figure out your tax for you providing you use the standard deduction (not necessarily desirable). You merely fill in the several lines on the form specified in the instruction booklet, and the IRS will compute your tax, and send you either a refund or a bill for any additional amount you owe.

If you have enough potential deductions to make itemizing worthwhile, making out your return is a little more laborious. This is why the fee-charging private tax services are booming. Everybody's getting into this money-making act which is costing small taxpayers millions of dollars a year. Even small-loan companies, banks, and Sears and Montgomery Ward stores have joined the storefront services in charging, usually, $12 to $20 for filling out the forms.

Besides the cost, there are several fallacies in using these fee-charging services:

Many are not wholly dependable. Several surveys last year by enterprising newspaper reporters found different tax services often came up with different results. Often the temporary personnel who fill out the forms are low-paid college students, housewives, salesmen and others given quickie training courses for this purpose.

Especially doubtful for their knowledge are the tax preparers in loan companies and temporarily converted salesmen in chain stores.

Even if you use a tax service you still have to know, at least approximately, your potential adjustments and deductions. Only you know what deductible expenses you had for medical care, church and charities, mortgage and other interests on debts, other deductible taxes you paid, and allowable job expenses. Where a commercial service can help, if it has well-trained personnel, is to remind you of various potential adjustments and deductions, and other tax-savers such as "income averaging" (if you had unusually high income last year); which of your dependents may be qualified; and whether you had any of the less frequent deductible expenses such as a qualified skill-upgrading course.

Nor can you depend on the fee-charging services to defend or reimburse you if your return is "audited." Last year the Federal Trade Commission complained that H&R Block, contrary to their ads, did not provide such protection. The FTC also charged the Beneficial small-loan companies with claiming they provide "instant tax refunds" when these were really loans involving finance charges.

However, you can take your return to a local IRS office that has a tax assistance unit and get help without any expense. The government also has made it easy to buy its own 75-cent tax guide, **YOUR FEDERAL INCOME TAX**, by putting it on sale at post offices. More comprehensive and often clearer guides such as the Lasser book at $2 provide detailed checklists and explanations.

MANY MODERATE-INCOME TAXPAYERS THIS YEAR FOR THE FIRST TIME MAY DO BETTER BY TAKING THE STANDARD DEDUCTION RATHER THAN ITEMIZING, SINCE THE PERCENTAGE HAS BEEN INCREASED TO 13 PERCENT UP TO $1,500 FROM THE PREVIOUS 10 PERCENT UP TO $1,000.

But don't take this for granted without checking both ways, especially if you are a homeowner, or had big medical expenses or large charitable contributions, or a combination of these expenditures.

For example, take the Jones family, with two children. Jim Jones had a layoff of several months last year and earned only $7,000. First the Joneses estimated that their deductions for interest payments, other taxes, medical, etc., would total $800 if itemized. Subtracting their four exemptions totaling $2,700 ($675 each) and their potential itemized deductions of $800 their taxable income is $3,500. Using the tax rate schedule in the instruction booklet, they figure their tax would be $535 if they itemize.

Then they check the precomputed tax tables for a joint return with four exemptions and $7,000 adjusted gross income. The tables automatically provide a standard deduction. The tax shown is only $497. Thus, while last year the Joneses did better itemizing, this year they do better taking the standard deduction.

But take the Smith family with $11,000 of income after subtracting any permitted adjustments such as sick pay. They estimate their potential deductions at $1,600. Obviously they would be better off itemizing since the standard deduction is limited to 13 percent which would be only $1,430.

Sometimes moderate-income taxpayers don't realize all the deductions they can take if they itemize. Here is a checklist of the more common ones:

EXEMPTIONS: This year—largely because of the campaign by labor unions—you can deduct $675 for each qualified dependent. As well as for yourself and wife, you can claim exemptions for children under 19, or over if a full-time student during some part of each of five months of the calendar year, and even if your child had $675 or more income of his own from part-time work.

In fact, he can claim himself as an exemption on his return if he has to file one. If he had less than $1,700 of income, (or $2,300 if married), he doesn't have to file at all

unless taxes were deducted from his pay. Then he should file to get a refund.

You also can claim exemptions for other close relatives if you provide more than half his or her total support. If you shared the support with others, one of you can claim the exemption by agreement. Failure to file the Multiple Support Declaration is a frequent error. Such dependents must have less than $675 of *taxable* income—income other than social security and other nontaxable income.

ADJUSTMENTS: There are a special group of subtractions from income which you take under Part III on page 2 of Form 1040. Note especially that you do not have to itemize "deductions" to exclude from your taxable income permitted "adjustments" such as allowable amounts of sick pay you received from your employer, a welfare fund or insurance company. As the instructions point out, the amount of sick pay you can exclude from income is subject to specified waiting periods and limitations.

If you moved your residence because of a new job at least 50 miles farther away from your former home than the distance from your old residence to your former place of work, you can exclude specified moving expenses. Note especially the tricky "distance requirement."

Other potential "adjustments" include specified nonreimbursed employe travel expenses, as for work assignments that take you away from home overnight or temporary jobs away from home.

MEDICAL: You can deduct one-half of amounts paid for health insurance up to $150, whether or not you have enough other medical expenses to itemize. The balance can be included in your medical deduction if you have enough other medical expenses for a deduction over 3 percent of your adjusted gross income. In health insurance expenses, include your share of the cost of employer-paid health insurance and the medical-payments portion of your auto insurance.

As well as the doctor, dentist, and hospital bills, other deductible medical expenditures include eyeglasses; hearing aids, x-rays and lab fees; transportation costs to get care including out-of-pocket car costs or a mileage rate of 6 cents a mile plus parking and tolls; special equipment, even an air conditioner for an ill person, support hose, etc.

You can include expenditures for medicines to the extent they exceed 1 percent of adjusted gross income. In this category you can include household medicines like aspirin and cough syrup, and vitamins and special foods and beverages recommended by a doctor.

If you support a relative who would qualify as your dependent except that he has taxable income of $675 or more, you can include in your medical deduction any medical and health insurance bills you pay for him, including Medicare Part B ($5.60 a month). In fact, it may be preferable to pay medical bills for such a dependent than give him the cash.

CASUALTY LOSSES: You can deduct for sudden damage of over $100 to property, boat, car or other possessions from fire, storm, accident (even if your own fault) and also theft. The loss is the difference in fair market value of the property before and after the damage. It helps to have documents such as appraisals and repair bills.

INTEREST: Mortgage interest is wholly deductible. So are prepayment penalties, and "points" paid to get a mortgage if the buyer pays. Interest on cash loans and bank-sponsored charge account cards is fully deductible. But curiously and unfairly, while the Internal Revenue Service considers the carrying charges on bank and personal loans and on bank charge cards "interest", IRS still maintains that carrying charges on stores' own charge accounts and installment plans are not "interest". So this type of carrying charge still is subject to a maximum deduction of 6 percent of the average unpaid balances.

CONTRIBUTIONS: As well as cash donations, you can deduct fair market value of donated goods and out-of-pocket car expenses (or 6 cents a mile plus parking and tolls), costs of uniforms for serving qualified nonprofit organizations such as Scouts, hospitals, schools, etc. You also can deduct extra charges for benefit tickets over normal prices.

WORK EXPENSES: You can deduct union and professional association dues; employment agency fees; cost of distinctive work uniforms; safety clothing and shoes; tools and technical books; training or vocational courses required for your present job (but not to learn a new trade); and car expenses if you must bring heavy tools to your job and have no place to store them. Commuting expenses are never deductible but you can take off costs of getting to a second job if you work at two places in any one day.

OTHER POTENTIAL DEDUCTIONS: State and local income, sales and gasoline taxes you paid; child and disabled-dependent care (under specified conditions) paid by a working mother or widowed or divorced father; investment expenses, including costs of a safe-deposit box in which you keep E bonds or other securities; excess social security taxes paid if you had more than one employer. Note that qualified child-care expenses are deductible even if you paid a non-dependent relative to provide the care.

Hard Work Set On Rail Labor Act Revision

SECRETARY OF LABOR Hodgson stated on January 11 the administration will work hard during the coming congressional session to revise the Railway Labor Act.

Under the program initiated last year, the administration wants to give the President more tools to deal with emergency disputes in the transportation industry. This includes revision of Taft-Hartley Act and Railway Labor Act to provide an extension of the cooling off period and elimination of the self-help measures through the final offer selection option.

"The old arguments about the sacred right to strike are no longer relevant in today's economically intermeshed world," said Sec. Hodgson.

"We find the anomalous situation now where under the law railroad workers supposedly have a right to shut down the nation's railroads by striking. But everytime they try to exercise the right, Congress steps in and stops them.

The situation cries out for reform. If we don't reform it, we are going to see an ever greater public outcry. And in the end, collective bargaining may not survive unless we do reform and rationalize it," he said.

General Election Information for 1972

GENERAL ELECTION NOV. 7

	U. S. CONGRESS		GOVERNOR		STATE LEGISLATURE				DEADLINE FOR REGISTRATION					
					Upper House		Lower House							
	Elect a Senator	No. of Representatives	Elect	Term (Yrs.)	Elect	Term	Elect	Term	Final Filing	Primary	General Election	Primary Date	Runoff Primary Date	Presidential Primary Date
ALABAMA	Yes	7	No	4	No	4	No	4	Not later than Mar. 1	Jefferson Co. April 18 / Others April 21	Jefferson Co. Oct. 24 / Others Oct. 27	May 2	May 30	
ALASKA	Yes	1	No	4	Yes	4	Yes	2	June 1	Aug. 8	Oct. 24	Aug. 22		
ARIZONA	No	4	No	4	Yes	2	Yes	2	July 14	July 12	Sept. 18	Sept. 12		
ARKANSAS	Yes	4	Yes	2	Yes	4	Yes	2	April 18	June 20	Oct. 17	June 27	July 11	
CALIFORNIA	No	43	No	4	Yes	4	Yes	2	Mar. 10	April 13	Sept. 14	June 6		June 6
COLORADO	Yes	5	No	4	Yes	4	Yes	2	July 28	Aug. 11	Oct. 6	Sept. 12		
CONNECTICUT	No	6	No	4	Yes	2	Yes	2	Nominating Convention Dem. June 16-17 Rep. June 23-24	Varies	Oct. 14	Aug. 9—Dem. Aug. 16—Rep.		
DELAWARE	Yes	1	Yes	4	Yes	4	Yes	2	Nominating Convention	Aug. 19	Oct. 21	Sept. 9		
DIST. OF COLUMBIA	Will elect 1 Delegate								Mar. 18	April 1	Oct. 7	May 2		May 2
FLORDIA	No	15	No	4	Yes	4	Yes	2	July 26	Aug. 12	Oct. 7	Sept. 12	Oct. 3	Mar. 14
GEORGIA	Yes	10	No	4	Yes	2	Yes	2	June 14	June 16	Sept. 18	Aug. 8	Aug. 29	
HAWAII	No	2	No	4	No	4	Yes	2	Aug. 23	Aug. 23	Oct. 12	Oct. 7		
IDAHO	Yes	2	No	4	Yes	2	Yes	2	June 7	Aug. 5	Nov. 4	Aug. 8		
ILLINOIS	Yes	24	Yes	4	No	4	Yes	2	Dec. 20 '71	Feb. 21	Oct. 9	Mar. 21		Mar. 21
INDIANA	No	11	Yes	4	Yes	4	Yes	2	Mar. 23	April 3	Oct. 9	May 2		May 2
IOWA	Yes	6	Yes	2	Yes	4	Yes	2	April 1	May 27	Oct. 28	June 6		
KANSAS	Yes	5	Yes	2	Yes	4	Yes	2	June 20	July 11	Oct. 17	Aug. 1		
KENTUCKY	Yes	7	No	4	No	4	No	4	Mar. 29	Mar. 27	Sept. 11	May 23		
LOUISIANA	Yes	8	Yes*	4	Yes	4	Yes	4	June 16	July 19	Oct. 7	Aug. 19	Sept. 30	
MAINE	Yes	2	No	4	Yes	2	Yes	2	April 1	Varies by towns and cities		June 19		
MARYLAND	No	8	No	4	No	4	No	4	Mar. 6	April 17	Oct. 10	May 16		May 16
MASSACHUSETTS	Yes	12	No	4	Yes	2	Yes	2	Aug. 1	Aug. 19	Oct. 7	Sept. 19		April 25
MICHIGAN	Yes	19	No	4	No.	4	Yes	2	June 20	July 7	Oct. 6	Aug. 8		

MINNESOTA	Yes	8	No	4	Yes	4	Yes	2	July 18	Aug. 22	Oct. 17	Sept. 12		
MISSISSIPPI	Yes	5	No	4	No	4	No	4	April 7	May 6	July 7	June 6	June 27	
MISSOURI	No	10	Yes	4	Yes	4	No	2	April 25	July 11	Oct. 10	Aug. 8		
MONTANA	Yes	2	Yes	4	Yes	4	Yes	2	April 27	April 27	Oct. 9	June 6		
NEBRASKA	Yes	3	No	4	Unicameral Elect 1/2		4-Yr. Term		Mar. 10	April 28	Oct. 27	May 9		May 9
NEVADA	No	1	No	4	Yes	4	Yes	2	July 19	Aug. 5	Oct. 7	Sept. 5		
NEW HAMPSHIRE	Yes	2	Yes	2	Yes	2	Yes	2	Aug. 3	Towns over 4,500 Sept. 6 / Nov. 1; Cities Sept. 2 / Oct. 28		Sept. 12		Mar. 7
NEW JERSEY	Yes	15	No	4	No	4	No	2	April 27	April 27	Sept. 28	June 6		June 6
NEW MEXICO	Yes	2	No	4	Yes	4	Yes	2	April 4	April 26	Sept. 26	June 6		June 6
NEW YORK	No	39	No	4	Yes	2	Yes	2	May 4	Varies by location		June 20		
NORTH CAROLINA	Yes	11	Yes	4	Yes	2	Yes	2	Feb. 21	April 7	Oct. 9	May 6	June 3	May 6
NORTH DAKOTA	No	1	Yes	4	Yes	4	Yes	2	July 27	Registration not required		Sept. 5		
OHIO	No	23	No	4	Yes	4	Yes	2	Feb. 2	Mar. 22	Sept. 27	May 2		May 2
OKLAHOMA	Yes	6	No	4	Yes	4	Yes	2	July 12	Aug. 11	Oct. 27	Aug. 22	Sept. 19	
OREGON	Yes	4	No	4	Yes	4	Yes	2	Mar. 14	April 22	Oct. 7	May 23		May 23
PENNSYLVANIA	No	25	No	4	Yes	4	Yes	2	Feb. 15	Mar. 6	Sept. 18	April 25		April 25
RHODE ISLAND	Yes	2	Yes	2	Yes	2	Yes	2	June 30	July 14	Sept. 8	Sept. 12		April 11
SOUTH CAROLINA	Yes	6	No	4	Yes	4	Yes	2	3rd Tues. following State Convention	May 13	Oct. 7	June 13	June 27	
SOUTH DAKOTA	Yes	2	Yes	2	Yes	2	Yes	2	April 21	May 22	Oct. 23	June 6		June 6
TENNESSEE	Yes	8	No	4	Yes	4	Yes	2	June 1	July 3	Oct. 7	Aug. 3		May 4
TEXAS	Yes	24	Yes	2	Yes	4	Yes	2	Feb. 7	April 5	Oct. 7	May 6	June 3	
UTAH	No	2	Yes	4	Yes	4	Yes	2	May 10	Sept. 2	Oct. 28	Sept. 12		
VERMONT	Yes**	1	Yes	2	Yes	2	Yes	2	Aug. 2	Sept.-9	Nov. 4	Sept. 12		
VIRGINIA	Yes	10	No	4	No	4	No	2	April 14	May 13	Oct. 7	June 13		
WASHINGTON	No	7	Yes	4	Yes	4	Yes	2	Aug. 4	Aug. 19	Oct. 7	Sept. 19		
WEST VIRGINIA	Yes	4	Yes	4	Yes	4	Yes	2	Feb. 5	April 8	Oct. 7	May 9		May 9
WISCONSIN	No	9	No	4	Yes	4	Yes	2	July 11	Milwaukee Aug. 23 / Oct. 18; Others Aug. 30 / Oct. 25		Sept. 12		April 4
WYOMING	Yes	1	No	4	Yes	4	Yes	2	July 12	Aug. 7	Oct. 23	Aug. 22		

* Louisiana Gubernatorial Election Feb. 1.
** Vt. Special Election Jan. 7.

news from Canada

THE CANADIAN LABOUR CONGRESS, CALLED on the government to reassess its entire strategy with regard to regional economic development and review all existing unemployment programs. The proposal was made in the light of new high-level unemployment figures.

Text of the statement follows:

"We are appalled, like many other Canadians, by the tremendous increase in unemployment which took place between December and January. The rise in the actual rate of unemployment from 6.1 to 7.7 percent in one month underlines the fact that the government's long and much-boasted 'control' of the unemployment problem has been nothing more than political rhetoric.

"With 665,000 persons unemployed, an increase of 135,000 during the course of a few weeks, the unemployment problem today in Canada is a sickening sight. On a regional basis, some unemployment rates remind one of the grim depression years of the 1930s.

"The Atlantic region, with nearly 13 percent of its labour force unemployed, is well above the 10.2 percent unemployment rate of a year ago. The province of Newfoundland, with 18.5 percent unemployment, and Prince Edward Island with nearly 19 percent, testify to the fact that the government's regional economic policies have failed. Quebec, with nearly 10 percent of its labour force unemployed, provides additional evidence of this fact.

"The latest unemployment figures indicate only too clearly that there has not been an all-out war against unemployment in this country, in spite of government claims to the contrary for more than a year. This country still suffers, and will continue to suffer, from the inhuman anti-inflationary policies which were put into effect over a prolonged period of time.

"It is imperative that the federal government reassess its whole strategy with regard to regional economic development. All existing unemployment programs should be immediately reviewed in the light of this latest unemployment information."

"Full Employment" Subject For Citizenship Month

The choice of "Full Employment" as the subject for this year's Canadian Labour Congress Citizenship Month is particularly appropriate. Canada has been going through a period of extremely high unemployment and there seems little likelihood of any rapid improvement of major proportions.

There is always a danger that the continual flow of statistics, even those of startling proportions, will have a dulling effect. As has been said so often, but bears repeating, the costs are staggering and go far beyond the precise yardstick of figures. The measurement of man-days lost is a relatively simple exercise. The loss in production can be calculated. But how can a measurement be applied to human suffering? How can a count be taken of the family strife and the broken homes that can so easily result from the stresses and strains when normal income is cut off? What statistics can be applied to the psychological effect on a worker who feels he has lost his dignity as an individual because he is deprived of the opportunity to earn a living? What is happening to the personalities of young people who have struggled through school to gain skills which they suddenly find no one is interested in using?

Great as the economic effects of unemployment are, the human effects are still greater and this is a prime reason why the full resources of the country must be mobilized to meet this challenge and to provide jobs. Time and again the Canadian Labour Congress has drawn attention to the failure of the federal government and its mismanagement of the country's fiscal affairs; but even more important is the need now to take action to try to remedy this terrible situation.

That is what Citizenship Month is all about. It is a program designed to rally the forces of not only organized labour but society in general so that pressure may be applied at all levels of government, and through all possible avenues to find work. Full employment must be formally accepted as a policy of governments, and action must be taken to put such a policy into effect.

Two Year Scholarship Available

Do you have a son or daughter age 17 or less, now completing grade 11 or 12? If so, and if you are a member of the union, they are eligible for a two-year scholarship at the United World College of the Atlantic, at St. Donat's Castle in Wales.

The Canadian Labour Congress offers a unique opportunity to pursue studies at the immediate pre-university level at this world-renowned institution in Great Britain, all expenses paid including transportation. Apart from the studies themselves the experience will provide opportunities that will, by travel and personal contact with other students of different nationalities, open new doors and new perceptions and attitudes.

Requests for application forms or additional information should be addressed by April 10 to: Atlantic College Scholarship, c/o Education Department, Canadian Labour Congress, 100 Argyle Ave., Ottawa, Ont. K2P 1B6.

The Atlantic College is one of a projected group of similar colleges which will be located in various parts of the world, including Canada. It prepares students for a genuinely international matriculation examination recog-

Color Prints of Nostalgic Painting Available

SIGNALMEN AND THEIR FRIENDS WILL BE interested to know that a limited edition of a print by Artist Jon Rigsby is now available.

"The Lamplighter" is the first in a series entitled "The Vanishing American" and portrays a familiar but fading sight at railyards and terminals. The lampman, with his oil can and rag, the tools of his trade, as he followed the yard lead filling and tending the old kerosene oil burning switch lights is fast becoming a vanishing American as the railroads convert these lights to electricity.

This painting, now out in a limited edition print, is a collector's item of great appeal to railroad buffs and anyone charmed by nostalgia. Many old time signalmen can recall when the lampman position was the start of a signal career. Until the end of World War II the lamplighter could be found in almost every railyard in the United States.

The artist, Jon R. Rigsby, first became interested in the lamplighter as a subject for a painting in his home town of Evansville, Indiana.

The loneliness of this fellow as he walked his route two or three times a week with his can of oil, stopping at each switch and filling the kerosene switch light, provides all of the ingredients for a great picture.

Born in Evansville, Indiana in 1923, Artist Jon Rigsby has spent years developing his talents and painting life as he sees it. Primarily a self-taught artist, he has studied at the University of Wisconsin, University of Evansville, and under the tutelage of other artists.

A stickler for detail and accuracy, he spends hours studying his subject and all related objects. Preferring to paint "on the scene," but doing much of the finished work in his studio, Mr. Rigsby leaves no detail to chance. Sketching, interviewing, and research all play an important part in the completion of a painting.

These limited edition prints measure 19x24 inches and sell for $12.50 including mailing. The prints will be signed, the first 500 will be numbered as they come off the press, and all will be stamped to guarantee authenticity.

Prints may be ordered from The Signalman's Journal, 2247 Lawrence Avenue, Chicago, Illinois 60625, making checks payable to Jamari Studio.

nized by universities throughout the world.

Students enter in September and complete their first year in early June, with a six-week holiday at Christmas. They return late in July for their second year, after which they are ready to enter university.

The aims of the college are best described by the following excerpt from its prospectus:

"At no time in human history has there been greater need for drawing together the races and nations of the world so that their energies and many-sided genius can be combined in peace instead of being wasted in conflict. At no time in human history has it been more important to guide the thoughts and activities of the rising generation into constructive channels."

Amtrak Not Meeting Original DOT Goals

A "BRIEFING MANUAL" DEveloped in late 1970 by the Federal Railroad Administration for the Incorporators of Amtrak indicates that some of DOT's original expectations have not been met.

DOT had recommended to the Incorporators that "an information, ticketing, reservation and credit system must be developed and at least be partially implemented by May 1." This hasn't been done.

DOT insisted that the summer packages offered by tour agents are Amtrak's "single most important annual revenue item. It will be critical to the solvency of many tour and travel agents to have an immediate contact within the Corporation who can . . . guarantee reservations." At this time, no one at Amtrak can guarantee as much space as tour agents can sell.

The document concluded that "increased patronage and revenues appear possible. With innovation, improved quality of service, and heavy promotion we expect a significant turnaround in ridership—not immediately but within the next three years. This time lag has been assumed in our revenue forecasts."

The three year test may never take place. If Amtrak discontinues many trains in July, 1973, when its money will run out, then the DOT hope will have never been met.

Amtrak is presently having difficulty getting the $170 million from Congress just to last until mid '73.

What "Right-To-Work" Law Means

DURING THE PAST FEW months the so-called National Right-to-Work Legal Defense Foundation has flooded the mails with appeals for money to help destroy trade unions.

The promise to introduce legislation that would cripple labor organizations in their efforts to lobby for their members launched yet another fund raising campaign.

When the right-to-work forces become more active throughout the country, union members will be questioned about what the right-to-work law means to them. In order that our membership will be informed and prepared to answer questions about the right-to-work law, we have prepared answers to questions most frequently asked.

QUESTION: What is this "right-to-work" proposal and what will it do if it is passed into law?

ANSWER: A "right-to-work" law guarantees no one a job. There is no such thing as a full-employment law. If there were, there would never be any unemployment in this country. If a "right-to-work" law would guarantee everyone a job, organized labor would be in favor of it instead of opposed to its passage.

A "right-to-work" law outlaws union shop clauses in your contract. Even though the majority of workers in your place of employment want a union shop agreement, a "right-to-work" law forbids the majority its desire. It makes open shop compulsory. Under "right-to-work" you have no choice in determining your collective bargaining status with your employer.

* * *

QUESTION: What would a "right-to-work" law do to my present contract, and how would it affect fringe benefits, as health and welfare plans, pensions, overtime provisions, and holiday pay, for example?

ANSWER: "Right-to-work" would not affect your present contract, but when it expires your wages, hours, and working conditions are in peril. Your fringe benefits such as health and welfare, pensions, holiday and overtime pay would disappear. That conclusion is a fact, not a scare technique. Ask anyone who has worked in a "right-to-work" state how many fringe benefits he had, or ask him how wages compare with wages in free states. Experience shows that employers in "right-to-work" states so dilute their working force with non-union members that the union either becomes ineffective or disintegrates altogether.

* * *

QUESTION: What about corruption in organized labor? Wouldn't a "right-to-work" law weed out dishonest labor leaders and protect union members?

ANSWER: A "right-to-work" law makes no provision for punishing anyone who commits a dishonest act. It does nothing to make unions more democratic; in fact it makes majority rule impossible in determining collective bargaining status. The surest way to insure honest unionism and democratic unionism is full attendance at union meetings. With a majority of the members present, your union will meet the highest standards of conduct. Dishonesty is a human trait found in business and labor alike. That is why we have laws and enforcement agencies to cope with dishonesty. Outlawing union shops will bring about no moral miracle which will suddenly make all mankind honest.

* * *

QUESTION: But don't individual people have the right to join or not join a union according to their wishes? It seems that the union shop is compulsory unionism.

"We're letting you go, Binks— We want to create jobs for the young unemployed to conform with our 'Right-to-Work' law!"

ANSWER: A legal union shop clause can only be arrived at by a secret majority vote of the people involved in the bargaining unit. Since when did majority rule become compulsion? What about the individual rights of a majority which wants a union shop? A "right-to-work" law is contrary to American principal because it makes majority rule impossible. Persons who don't want to join a union are free to seek employment where no union shop exists. Yet, they seldom do because they are unwilling to work for the low wages and poor conditions of the open shop. What these people really want is a free ride on your back. They want the union wages and benefits, but they want to be legally free from paying dues to support negotiations.

* * *

QUESTION: Suppose the majority of workers want an open shop?

ANSWER: If that is what the majority wants, it is only American that open shop is what the majority should have. That's why the law requires secret ballot elections to determine the wishes of the majority. And, under such a system of majority rule, the individual freedoms of the greatest number of people are protected.

What organized labor is saying is that if the majority wants a union shop, it should have the right to have it. No federal or state law should be substituted for majority rule, whether it be in labor-management affairs, or any other segment of our society.

Under compulsory open shop, minority rule and industrial unrest wrote a black page in Colorado history at the Ludlow Massacre!

* * *

QUESTION: The "right-to-work" crowd says unions grow faster in "right-to-work" states than they do in free states. What about this?

ANSWER: Debaters for the "right-to-work" proposal quickly refer to the McClellan Committee hearings, implying that all labor leaders are crooks. Does it seem reasonable that if they actually believe all labor leaders are crooks they would be pushing a law which would make union treasuries bigger? Would these people be working so hard for a law which would make it possible for union

Challenging Union Elections

THE SUPREME COURT RULED THAT THE SECRETARY OF LABOR has no right to initiate action against union election procedures unless a specific complaint has first been filed by an aggrieved member with his union.

The court in a 7-2 opinion upheld a lower court finding that the Secretary of Labor exceeded his authority when he challenged an attendance requirement in the constitution of the Steelworkers (USWA).

The requirement is that a candidate for union office must have attended at least half the meetings of his local over a three-year period preceding the election.

The dispute started when Nicholas Hantzis ran for president of USWA Local 6799 in Pomona, Calif., and lost. He protested to the union that its facilities had been used to promote the candidacy of the incumbent president.

When the union gave him no satisfaction, he complained to the Secretary of Labor, repeating the charge about union facilities but also raising for the first time an objection about the meeting-attendance requirement.

The Labor Dept. filed a civil suit against the union, and the U.S. District Court at Los Angeles turned down the complaint about the attendance rule. It found the rule reasonable, and the Court of Appeals at San Francisco upheld its ruling.

The Supreme Court in an opinion written by Justice Thurgood Marshall, said Congress intended to encourage unions to take action themselves to correct election processes. If the Labor Dept. could file suit against practices the union had not been given a chance to correct, union self-government "would be needlessly" weakened, the decision said. Justices William J. Brennan and Byron R. White dissented.

The court majority said it was unclear from Nicholas Hantzis's complaint whether he objected to the attendance rule itself, or to the way in which the rule was applied during the election.

In another decision, the court held in an Idaho case that a worker cannot sue in a state court seeking damages from a union for causing him to be fired for non-payment of dues under a union shop contract. Justice John M. Harlan, writing for the majority in a 5-4 decision, said that *the issue is one to be settled by the National Labor Relations Board and the Federal courts, not a state court.*

The Idaho Supreme Court had ruled that Wilson P. Lockridge, former Western Greyhound bus driver, *was entitled to damages for lost wages and ordered the Amalgamated Transit Union* to pay him $32,678 and restore him to the membership he lost in 1959. Chief Justices Warren E. Burger and Byron R. White joined in a dissenting opinion. Justices William O. Douglas and Harry Blackman dissented separately.

---

leaders to make off with more union money in the dead of night?

Actually unions are small in "right-to-work" states, any membership gain is big percentagewise. In large unions in free states percentage gains are smaller. In "right-to-work" states unions are impotent at the bargaining table. In free states union shops are strong at the bargaining table and meet management on nearly equal terms. Wage rates in "right-to-work" states are lower than in free states, "right-to-work" unions are weak.

* * *

QUESTION: What is behind "right-to-work" laws which make open shop compulsory? If they don't provide work, if they don't cure union abuses, just what is their purpose?

ANSWER: A compulsory open shop law has but one purpose. Union shops are effective at the bargaining table. Open shops are weak. By hiring the "right kind of people" it won't take the boss long to outnumber you with non-union workers. When you are out-numbered, it won't take long to "bust" your union. Then, where you once had a voice in your wages, hours, and working conditions through union negotiators, you will speak alone. You will have the 'right' to bargain alone. Non-union workers will have the right to underbid your standard of living.

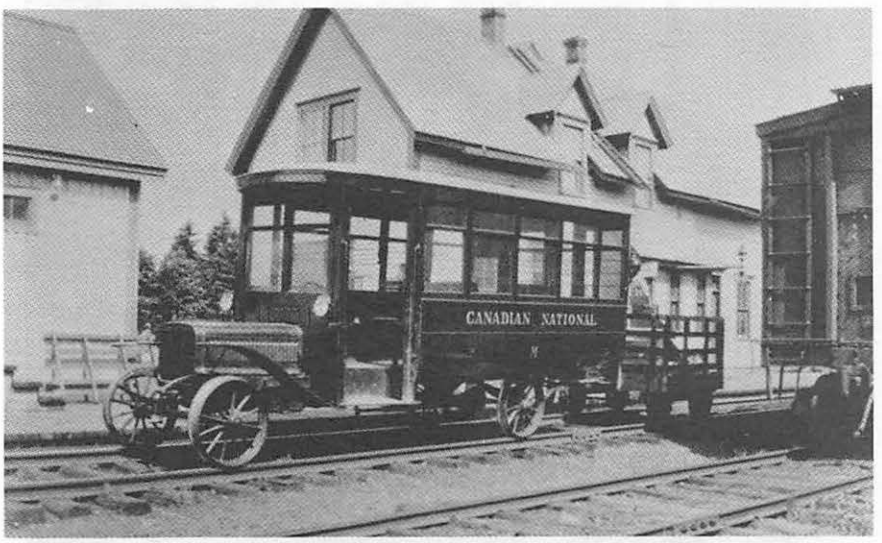
In all other undertakings, collective action accomplishes the most for the common good. Collective bargaining is no different.

Productivity in the Rail Industry

THE LATE FRANK C. PORTER, economics writer for the Washington Post, had some words of praise recently for railroad employes. Here, in part, is what he wrote shortly before his death last month:

"Despite all the talk of archaic work rules and so-called featherbedding, railway workers have one of the best records of productivity increase in the nation. Their output per man hour rose an average of 6 percent a year over the past decade . . . against a national average of a bit more than 3 percent.

"Put another way, the railroads have increased their annual revenue ton miles of freight (one ton carried one mile) 16 percent from 1947 through 1970. But they carried the increased load last year with only 42 percent of the work force they had 23 years earlier (566,278 employes in 1970 versus 1,351,961 in 1947)."



Brother W. James Gillis, a retired CN Signalman, supplied the Journal with the above photo from his collection. Brother Gillis reports taking the picture about 50 years ago at Cross Creek on the Nashwook Sub Division of the CNR.

N&W Completes First Phase of ACI

THE NORFOLK & WESTERN Railway Company has announced completion of the first phase of an Automatic Car Identification System installed in the N&W Terminal at Roanoke, Virginia.

ACI is a sophisticated computerized system to keep track of rolling stock and to insure that cars are on the correct train. The installation is operational and consists of eight ACI Systems Corp Rail Scanners, strategically installed, completely encompassing, the Roanoke Terminal to record all inbound and outbound train movements.

Specifically, four Rail Scanners (data input terminals) multiplexed to one ACI Label Decoding Processor are positioned at the east entrance. In similar fashion, three Rail Scanners are placed at the west end, and one Rail Scanner is in an auxiliary yard.

The scanners automatically "read" the multi-colored labels attached to cars, locomotives and cabooses, and transmit car numbers for each car in a passing train to a mini-computer which, in turn, is linked to the N&W's master computer center in Roanoke.

The adoption of the Automatic Car Identification system represents a significant step forward. A large percentage of American railroad cars used in interchange, as well as some private owner piggyback trailers, containers, and other equipment, carry an ACI label. The ACI label consists of multi-colored retro-reflective strips, which represent coded equipment identification and other data read by topical scanning equipment; such as, the type of rolling stock, the owner and the car number. The ACI scanners automatically "read" the ACI labels as they pass by.

It was reported the system is expected to pave the way for improved service to shippers by making it possible to maintain almost error-free records of each car's location. Other anticipated benefits of the ACI installation include better utilization of equipment, improvement in yard control and inventory procedure, reduction in yard time, and facilitating car accounting.

Roanoke Terminal was selected for the installation because it is one of the busiest terminals on the N&W system, and because necessary supporting systems such as the railroad's computer services department, are immediately available. Some 4,000-5,000 cars are forwarded by the terminal daily and the majority of these cars are classified.

The system is designed to work in conjunction with the improvements now under way to modernize and computerize the Roanoke classification yard. Car numbers obtained from a passing train by the scanners will be fed into the company's central computer. The computer, in turn, will draw on additional data from within its memory file about the individual cars, and furnish to the yard a punched card with a classification designation for each car which will operate the classification mechanism.

As a train approaches one of the eight scanners, a track circuit is activated which turns on an intense beam of white light in the scanner, located about nine feet from the track. The light is reflected by rotating mirrors to provide a continuous vertical scanning of the car from bottom to top. Light then is reflected back to the scanner from retro-reflective red, blue and white strips on the ACI label attached to the car.

This reflected light is separated into its red and blue components by a system of mirrors and filters and is focused on photo electric transducers which produce "red" and "blue" signals corresponding to the information on the colored strips of the label. These signals then are transmitted from the scanner over coaxial cables to the label recognition and decoding located nearby. The computer-operated decoder then transmits the car information —owner and car number—to the main computer.

Critical to the operation of ACI is the small label which measures 22 inches long and 10½ inches wide, attached to the side of the car. The multi-colored strips correspond to a special 10-digit, industry-wide numbering system which includes the owning railroad's name and the car number.

The ACI scanner can "read" the cars in a train passing at speeds up

to 80 miles per hour in all conditions of light and weather, and, one digital computer can control up to six scanners.

Sensors at each location provide a wheel count and determine the direction of the move, so switching operations will not interfere with the system.

When in complete operation, the ACI system will provide a printout showing what time the train passed the scanner, direction it was moving and the identity of all cars, locomotives and other equipment on the train—as long as each piece of equipment has the ACI label.

The ACI system, coupled with normal computerized reporting procedures, offers several potential applications to improve service. Special computer programs can be devised, to obtain specific information on such things as car movement, car detention in the yards, location of special equipment, availability for loading, locomotive and caboose utilization and other details.

Chevrolet Trucks Are Union Made

MILLIONS OF UNION MEMbers today comprise a substantial market for cars and trucks. Many of them drive to work daily, as proven by the overflowing parking lots outside any large plant.

Hundreds of thousands of union members buy pick up trucks, especially those who are mechanics in the building trades or other fields which require them to carry their tools or supplies. Others use them as tow cars for recreation campers when the family goes out for a vacation.

Chevrolet trucks are union made by members of the United Automobile Workers Union. The advertising in labor publications points out that Chevrolet trucks last longer and cite records going back as far as 1956, showing over 55% of the Chevrolets from that model year are still on the road. No competitive make has half of its 1956 models still going.

The Chevrolet Suburban model has been designated by "Camping Guide" as the "Tow Car of the Year." With V8 engine up to 402 cubic inches, it has power needed for hard climbs and heavy loads. It takes nine passengers with the available third seats, and tows a trailer besides.

Price Controls A Farce Labor Representatives Are Told

PRICE CONTROLS UNDER President Nixon's Phase II economic program was labelled a "farce" and a "sham" by AFL-CIO officers who attended a one-day Federation on price monitoring in Washington, D.C.

The conference of 150 AFL-CIO price monitoring leaders were told by AFL-CIO Secretary-Treasurer Lane Kirkland that wage controls are "generally rigid" while price control is only propaganda.

The conference was organized by the AFL-CIO Community Services Department under Director Leo Perlis who heads up the price monitoring program.

Kirkland said the AFL-CIO is the largest group of consumers in America—13½ million people, who want protection against price gougers and will not settle for Madison Avenue gimmickry.

He told the monitors that no one in government or business has any real intention of making price controls work. The system is designed to conceal price standards from the public and to frustrate enforcement. We have wage control, all right—instantaneous and absolute because every employer is a willing and happy enforcer.

Businessmen surveyed were not complying with the regulations; some 90 percent showed that they were violating them. On November 11, the Price Commission ruled that no retailer could raise any price without first posting the base price information. Two months have gone by, Kirkland said, and each month the cost of living went up and few stores, if any, posted the required base price information.

Almost every requested increase to the Price Commission by business was approved, Kirkland noted. The first 120 price increases approved by the Price Commission averaged 4.05 percent, well above the Commission's own 2.5 percent guideline figure.

He told how the Price Commission has become increasingly secretive about its operations. There is no way for the consumer to get the facts supplied by companies to justify price increases. This is confidential corporate information.

A new rule would make enforcement tougher because the rule allows store management to raise some items more than the guidelines if other products aren't raised as high as the guidelines.

Continuing, he said, consumers should not quit because the job is tougher, but unite, check every store and demand that there be enforcement of price controls. The choice will then be up to the Administration: it can admit controls are a sham, or it can prove its good faith by enforcing price controls—fairly, honestly, openly and completely.

Director Leo Perlis reported to the group that the current price control program is neither fair nor firm. He said he felt what the Price Commission is doing is a farce and he believes the Commission's policies will destroy the credibility of the I.R.S. Perlis told the monitors that the Price Commission is weak and that the brunt of the whole Phase II effect is unfair control on wages while prices soar uncontrolled.

Price Commission Chairman Dr. C. Jackson Grayson, Jr. spoke to the monitors and defended the policy and procedures of the Price Commission. He said the Commission was only 76 days old and had an enormous task ahead.

One interesting point made by Jackson was that the Price Commission did not have or like guidelines. He said the Commission has policy.

Jackson also told of how the economy was divided into three tiers, with Tier Two not required to get permission to raise a price and monitoring to be done by the I.R.S. when checking their books quarterly. Tiler Three, small business, retail chains, and community stores that most consumers deal with, were given voluntary compliance.

Dr. Jackson received close, polite attention and on completion of his address was scheduled to answer questions. However, stating that the Price Commission was meeting, he excused himself and left an aid to take the hot questions.

Director of Research W. D. Best has been assigned by President Chamberlain as the Signalmen's monitor and to present violations in behalf of our members. Signalmen having violations to report should address them to Brother Best at Grand Lodge headquarters.

Humphrey Legislation Attacks Discrimination Against Retired Rail Workers

SENATOR HUBERT H. HUMPHREY ANNOUNCED HE WILL INtroduce legislation designed to eliminate the present discrimination against retired workers covered by Railroad Retirement benefits.

Under existing law, contributions of the working railroaders are close to 10 percent of their earnings, while those contributing to the Social Security fund presently do so at the rate of 5.2 percent.

However, while retired railroaders receive a higher annuity check, cost of living increases for those under Social Security do not automatically apply to those under Railroad Retirement.

Corrective legislation is often late in enactment and is not always made retroactive. Moreover, even when it is made retroactive, those retired people who have died in the interim have been deprived of the enjoyment of the benefits.

"Railroad brotherhoods and other railroad unions were in the forefront in getting the Railroad Retirement Act and the Wagner Labor Act passed; but now retired railroaders are the forgotten people and I intend to see to it that their voices are heard in the halls of Congress," said Senator Humphrey after conferring in Orlando, Florida with Floyd Elliott, the 75 year old Grand President of the National Association of Retired and Veteran Railroad Employes.

Senate Defeats Anti-Union Bill

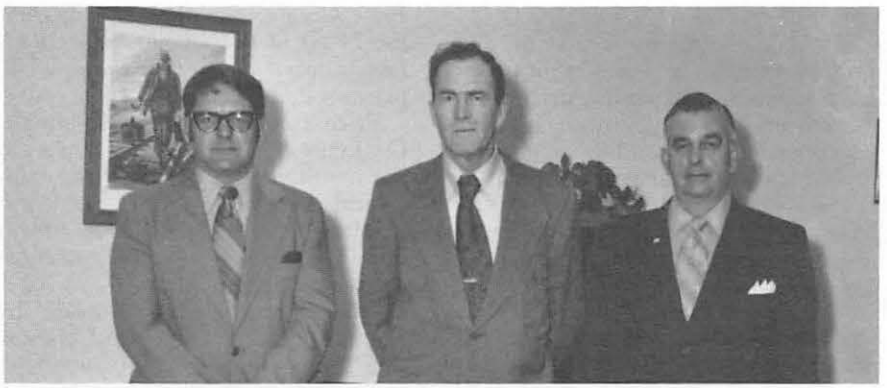
ANOTHER ANTI - UNION measure was beaten in the U.S. Senate recently to the chagrin of Sen. Paul Fannin (R.-Ariz.) who introduced the bill.

The Fannin proposal would have denied tax exempt status to unions if they spent any of their funds for political purposes. The bill lost by a vote of 61 to 31.

Sen. Fannin said that he would again introduce the proposal which also was beaten down in a 1969 Senate vote.

During debate, Fannin asserted that unions spent an estimated $60 million illegally in the 1968 election.

In rebuttal, Sen. John Pastore (D.-R.I.) said the Fannin bill was an anti-labor measure, adding: "You have a Republican attorney general. If the unions are making illegal expenditures, why doesn't he prosecute them?"



The newly elected Chairman and Secretary of the Grand Board of Trustees are shown above with our newly appointed Member. They are, left to right: Chairman W. W. Lauer, Secretary G. A. Harrington and Member J. E. Dubois.

Brother J. E. Dubois, second from left, was recently installed as a Member of the Grand Board of Trustees. Congratulating Brother Dubois are, from left to right, Brothers Bates, Stockdale and Chamberlain.

1971 Wage Settlements

AVERAGE WAGE INcreases negotiated in major collective bargaining agreements during 1971 dipped to 8.1 percent measured over the life of the contracts, down from the 8.9 percent average for 1970 settlements, the Bureau of Labor Statistics (BLS) reported.

Settlements included in the 1971 tabulations cover nearly 3.5 million workers in railroad, auto, agricultural implement, can, aluminum, steel, copper, communications, apparel and bituminous coal jobs.

The BLS said an additional 500,000 workers were affected by settlements reached after Nov. 13 and were not included in the 1971 statistics because they had not been acted on by the Pay Board during the year.

Major contracts covering 4.5 million workers expired last year, but not all had been renewed by the end of 1971 and the settlement terms of some were not yet known by the BLS, the report said.

Wage increases in contracts with cost-of-living escalators also declined from 1970, dropping to 7.1 percent from 7.3 percent. The average pay gain in contracts without the escalators was 9.2 percent, a drop from the 10.1 percent of the previous year.

Although the average wage increase in manufacturing settlements increased to 7.2 percent from 6 percent a year before, the average in nonmanufacturing industries declined sharply from 11.5 percent in 1970 to 9.0 percent last year.

Trade Facts

FIGURES FROM THE U.S. Bureau of Labor Statistics indicate that some 700,000 U.S. jobs were wiped out between 1966 and 1969 because of imports and sales of foreign subsidiaries of American firms competing with U.S. made products.

- The Nixon Administration reports that only 16,475 American workers made jobless by import problem received benefits in 1971 under the trade adjustment assistance provisions of federal law.
- Direct foreign investment by U.S. companies has grown from $11.8 billion in 1950 to $78.1 billion in 1970, according to Commerce Dept. figures.
- Finally the U.S. suffered a negative balance of trade in 1971 for the first time in 83 years as imports exceeded exports by $2 billion, the worst trade performance in the Nation's history.

If **FAT** Cats Can Give Millions To Elect Your Foes, Will You Give $2 To Elect Your Friends?

$2 in '72 for S. P. L.

How 11 Families Pour It Out

Whatever the eventual outcome of present House and Senate efforts to reform campaign spending laws, the following chart argues strongly for removal of money-influence from politics. It would make just as strong a case if the figures were reversed and Democrats enjoyed the present GOP advantage, or if contributions were balanced.

The chart shows that 11 wealthy families alone contributed more than $2.7 million in 1968, a figure substantially larger than the amount contributed by National COPE.

Contributions of 11 Prominent Families, 1968

Name	Number of Members Contributing	Total Dollar Contributions	Contribution Breakdown		
			Republican	Democratic	Miscellaneous
DUPONT	32	107,000	99,800	1,700	5,500
FIELD	4	39,000	2,000	17,000	20,000
FORD	8	109,750	57,750	52,000	—
HARRIMAN	2	17,000	16,500	—	500
LEHMAN	7	51,000	2,500	48,500	—
MELLON	22	298,962	278,962	17,000	3,000
OLIN	7	70,000	70,000	—	—
PEW	11	213,549	207,898	—	5,651
ROCKEFELLER	21	1,714,375	1,700,875	13,500	—
VANDERBILT	2	12,000	11,000	—	1,000
WHITNEY	6	133,500	133,500	—	—
TOTALS	122	2,766,136	2,580,785	149,700	35,651

The Grand Executive Council and the Grand Board of Trustees met at Grand Lodge Headquarters in January to act on a full agenda. Clockwise around the table are: Trustee Harrington, Grand Lodge Representative Stockdale, Vice Presidents Frye, Altus, Bass, Secretary-Treasurer Bates, President Chamberlain, Vice Presidents Chandler, Gregg, Steuerwald and Trustees Lauer and Dubois.

Our next regular meeting will be held on February 11, 1972 in Harrisburg. We meet in the U.S.O. room at the P.C. station and hope to have a good attendance. We have 68 members and should be able to do better than 13 at a meeting. Rich.

Southern

Concord, N. C. (110). The first quarter meeting of Local 110 was held on January 15 in the Rebel Room of Holiday Inn #4 at Charlotte, N. C. The attendance was over 24 percent of the total membership and the 24 percent topped last year's high of 22 that were on hand for the July meeting in Knoxville, Tenn.

Vice President T. H. Gregg was in attendance, and after officially opening the meeting, the chief signalman asked Brother Gregg to conduct the meeting.

The business session lasted for better than four hours and many subjects were discussed. The meeting was adjourned at 2:05 p.m.

The meeting schedule for the remainder of 1972 is as follows: Saturday, April 15, Stewart-Arms Hotel, 8th and Church Street, Lynchburg, Va.; Saturday, July 15, Hamilton Bank Bldg., 5th & Broadway, Knoxville, Tenn.; Saturday, October 21, Holiday Inn #4, North Tryon Street, Charlotte, N.C.

Starting time for all meetings is 10:00 a.m. and from all indications there will be a lot of action at every one. I will not be at all surprised to see the attendance record broken in 1972.

C. E. Yelton

Canadian National

Montreal, Que. (118). The officers, members and friends of Local 118 recently attended the Local's Annual Pensioners Dinner Dance. This year the dance was held in Montreal.

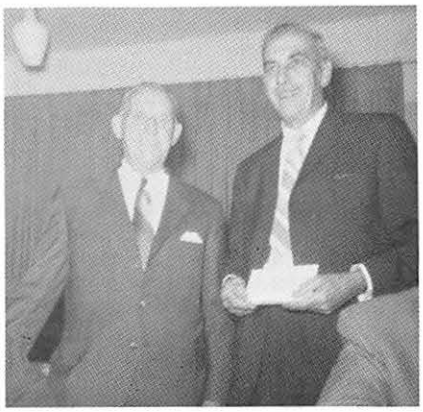
Attendance this year was again greatly improved over previous years and an enjoyable evening was had by all.

Local 118 honored three retiring Brothers this year but for various reasons only one, Brother Frank Clow, was able to attend.

A vote of thanks to Brothers Gurinskas and Bayly for their work on the entertainment committee. It was only due to their hard work that this party was such a success.

We wish to thank all those who attended and helped make this dance a success. We also would like to wish all of our retired Brothers many years of healthy and happy retirement.

A. Cunningham



Retired Brother George Fellows, on left, gave Brother Frank Clow some advice about retirement after the dance.

Special Notice To Members Of Local 94

The regular quarterly meeting of Winton Local 94 will be held in Lima, Ohio on Saturday, April 15, 1972, at the U.A.W. Union Hall, Exit 71, off I-75 and 305. Meeting to convene at 10:00 a.m. (Please note change in time and place)

G. F. Hammond

Erie Lackawanna

Newark, N.J. (88). On January 28, 1972 a meeting was held at Belleville, N.J. to issue a Charter to Two Rivers Lodge, Local 88.

This formation meeting was held after the members of Locals 45 and 68 voted to combine their locals.

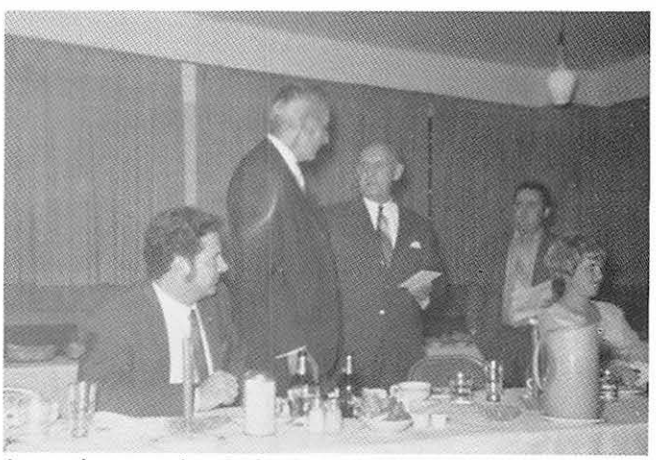
At this meeting Director of Research W. D. Best represented Grand Lodge in presenting the new Charter to the local.

Assisted by General Chairman Steve Muzi, Brother Best also installed the following brothers as the newly elected officers of Local 88.

Chief Signalman .....Vic Ackerman
Financial Secretary .....John W. Miller
Recording Secretary .....
Harry R. Campbell
Local Chairman .....John Silvestri
Board of Trustees ....Thomas Christian
Robert Watkins
Harry Eydler
Grievance Committee .....
William Radziewicz
William K. French
Raymond Radziewicz

Director of Research Best conveyed to the members present at this meeting

Brother Frank Clow was the only member of this year's retirees to attend Local 118's Annual Dinner Dance. Brother Clow is shown above, on left, being congratulated by Local Chairman Bill Dufort.



Among those seated at the head table and assisting in the presentation of a purse in behalf of the Members of Local 118 were, left to right: Chief Signalman Des Bayle, honored Brother Clow, Retired Brother George Fellows and Local Chairman A. Cunningham.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

B. &. O. C. T.

Chicago, Ill. (143). A retirement party honoring Felix Duplessis and James Duplessis was held on December 12, 1971 at the Beverly Woods Restaurant on Western Avenue, Chicago, Illinois.

Among the 120 people who attended this affair were President C. J. Chamberlain, many company officers of the Baltimore and Ohio Chicago Terminal Railroad, union officials of various organizations, fellow-employes and well-wishers.

Felix, the oldest of the two brothers, retired with nearly 50 years of service. He started his railroad career in the Stores Department and shortly thereafter he transferred to the Signal Department. He worked his way up through the ranks to the position of Maintenance Signal Foreman which he held until his retirement on October 30, 1971.

James Duplessis started his railroad career nearly 45 years ago as a Lampman and from there he worked his way up to the position of Signal Gang Foreman.

Master of Ceremonies, Frank Manfredo, on behalf of the membership of Local 143, presented the two retirees with a cash purse.

Chairman of the affair, General Chairman Robert Brennan, thanks his committee and the membership for turning out to pay tribute to Felix and and Jim.

The officers and members of Local 143 wish Brothers Felix and Jim many years of health and happy retirement.

FRANK MANFREDO

Penn Central

Harrisburg, Pa. (50). The regular monthly meeting of Local 50 was held on Friday, January 14, 1972 at 7:30 p.m. in the former U.S.O. room in Penn Central passenger station, Harrisburg, Pa.

Meeting was opened with the reading of a prayer by the Chaplain. There were 13 members present.

The minutes of the previous meeting were accepted and approved as read.

A financial report was read and accepted with the approval of the trustees.

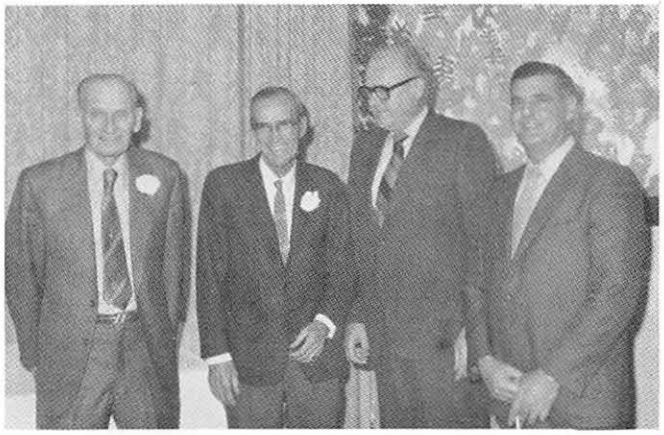
There being no old business before the meeting, the chair was turned over to Local Chairman Britcher, who reported on the handling of the vacation schedule and also gave a detailed report, item for item, on the wage agreement as printed in the December issue of the Signalman's Journal.

A Committee on Resolutions was formed by volunteers attending the meeting. Brother J. Stoner is chairman and Brothers N. Ennor, R. Walker, J. R. Boob and D. Harper are the members. This local hopes to have some worth-while resolutions drawn up for presentation by the time our next convention rolls around.

No brothers were reported off duty due to sickness but one brother has lost a few days due to an accident at the Hump in Enola.

We are happy to report that all of the protected employes who were furloughed have been called back to work. The P.C. signal officers report they also hope to recall the unprotected signal employe in the near future.

One big issue that is of interest to most of our members is the moving of the Lucknow Relay Shop to Canton, Ohio. At this time nothing has been settled by General Chairman Bob Park, who is working with Vice Presidents Steuerwald and Frye, and General Chairman McGill, on the issue. They report that by the time this reaches our membership they hope to have negotiated a satisfactory agreement with the carrier to protect these members.



Among the many members and friends honoring Brothers Felix and James Duplessis were President Chamberlain and Recording Secretary Frank Manfredo of Local 143, who presented both with a purse on behalf of the membership.

General Chairman Bob Brennan of the B&O-Chicago Terminal, on left, wished Brothers Felix and James Duplessis many years of healthy and happy retirement.

Our next regular meeting will be held on February 11, 1972 in Harrisburg. We meet in the U.S.O. room at the P.C. station and hope to have a good attendance. We have 68 members and should be able to do better than 13 at a meeting. Rich.

Southern

Concord, N. C. (110). The first quarter meeting of Local 110 was held on January 15 in the Rebel Room of Holiday Inn #4 at Charlotte, N. C. The attendance was over 24 percent of the total membership and the 24 percent topped last year's high of 22 that were on hand for the July meeting in Knoxville, Tenn.

Vice President T. H. Gregg was in attendance, and after officially opening the meeting, the chief signalman asked Brother Gregg to conduct the meeting.

The business session lasted for better than four hours and many subjects were discussed. The meeting was adjourned at 2:05 p.m.

The meeting schedule for the remainder of 1972 is as follows: Saturday, April 15, Stewart-Arms Hotel, 8th and Church Street, Lynchburg, Va.; Saturday, July 15, Hamilton Bank Bldg., 5th & Broadway, Knoxville, Tenn.; Saturday, October 21, Holiday Inn #4, North Tryon Street, Charlotte, N.C.

Starting time for all meetings is 10:00 a.m. and from all indications there will be a lot of action at every one. I will not be at all surprised to see the attendance record broken in 1972.

C. E. Yelton

Canadian National

Montreal, Que. (118). The officers, members and friends of Local 118 recently attended the Local's Annual Pensioners Dinner Dance. This year the dance was held in Montreal.

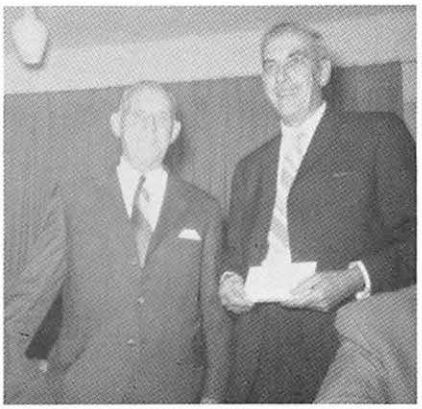
Attendance this year was again greatly improved over previous years and an enjoyable evening was had by all.

Local 118 honored three retiring Brothers this year but for various reasons only one, Brother Frank Clow, was able to attend.

A vote of thanks to Brothers Gurinskas and Bayly for their work on the entertainment committee. It was only due to their hard work that this party was such a success.

We wish to thank all those who attended and helped make this dance a success. We also would like to wish all of our retired Brothers many years of healthy and happy retirement.

A. Cunningham



Retired Brother George Fellows, on left, gave Brother Frank Clow some advice about retirement after the dance.

Special Notice To Members Of Local 94

The regular quarterly meeting of Winton Local 94 will be held in Lima, Ohio on Saturday, April 15, 1972, at the U.A.W. Union Hall, Exit 71, off I-75 and 305. Meeting to convene at 10:00 a.m. (Please note change in time and place)

G. F. Hammond

Erie Lackawanna

Newark, N.J. (88). On January 28, 1972 a meeting was held at Belleville, N.J. to issue a Charter to Two Rivers Lodge, Local 88.

This formation meeting was held after the members of Locals 45 and 68 voted to combine their locals.

At this meeting Director of Research W. D. Best represented Grand Lodge in presenting the new Charter to the local.

Assisted by General Chairman Steve Muzi, Brother Best also installed the following brothers as the newly elected officers of Local 88.

Chief Signalman .....Vic Ackerman
Financial Secretary .....John W. Miller
Recording Secretary .....
Harry R. Campbell
Local Chairman .....John Silvestri
Board of Trustees ....Thomas Christian
Robert Watkins
Harry Eydler
Grievance Committee .....
William Radziewicz
William K. French
Raymond Radziewicz

Director of Research Best conveyed to the members present at this meeting

Brother Frank Clow was the only member of this year's retirees to attend Local 118's Annual Dinner Dance. Brother Clow is shown above, on left, being congratulated by Local Chairman Bill Dufort.

Among those seated at the head table and assisting in the presentation of a purse in behalf of the Members of Local 118 were, left to right: Chief Signalman Des Bayle, honored Brother Clow, Retired Brother George Fellows and Local Chairman A. Cunningham.

President Chamberlain's best wishes for a successful and constructive local. He also requested the membership give full support to the newly elected officers.

The officers of Local 88 would like to take this opportunity to thank all of the brothers who were able to attend this first meeting of our local. We also hope that many more will take an active interest in the local's affairs and join their officers at our next meeting in April. HARRY R. CAMPBELL

Obituary

Kenneth Yoder, member of Local 53, Reading Company, passed away on January 31. He was 59.

Brother Yoder was employed by the Reading as a signalman for 36 years. He worked as a leading signalman in the test gang on the Philadelphia Division.

This brother was a loyal member of the BofRS and was Treasurer of Local 53.

He is survived by his wife, Anita; three sons and one daughter, to whom the officers and members of Local 53 extend their deepest sympathy.

Joseph J. McGinley

Arthur Harris, retired member of Local 68, Erie Lackawanna Railway, passed away January 20.

Brother Harris began his railroad career on March 25, 1920 with the Delaware Lackawanna & Western Railroad.

He was a member of Local 68 for 41 years before retiring in November of 1961.

The officers and members of Local 68 extend their deepest sympathy to the surviving members of his family.

HARRY R. CAMPBELL

Lloyd F. Brumbaugh, member of Local 154, Burlington Northern, Inc., passed away January 31. He was 51.

Brother Brumbaugh was a long-time member of Great Northern Local 154.

He went to work in the Signal Department of the Great Northern Railway in 1938 as a signal helper on the Kalispell Division crew. He worked his way up through the various rates, and at one time, worked as signal testman, Spokane Division. He had bid in the Shelby position before his death but had not worked the position. His former position was signal maintainer at Wolf Prairie on the Libby Line Change.

The officers and members of Local 154 join in extending sympathy to his wife, Lola, and his son, John.

ADRIAN L. BUCKLAND

SIGNALMEN WANTED

by

Chicago and North Western Railway

We have several immediate openings in and around the Chicago area for journeymen Signalmen. Responsibilities will include maintenance of: automatic signals, crossing protection equipment, and automatic interlocking equipment. Candidates should be available to work any shift and have their own transportation.

Please call 332-2121, ext. 6911 or apply in person at 17 North Clinton, Chicago, Illinois, Room 114.

CHICAGO AND NORTH WESTERN RAILWAY COMPANY

An Equal Opportunity Employer

MOVING? LET US BE THE FIRST TO KNOW

When you are planning to move, please let us be the first to know. If you fail to notify us, the Post Office Department tells us that your copy of *The Signalman's Journal* was undeliverable. The government charges for this service. Please take the time to fill in one of the change of address forms provided in each issue and promptly return it to us. Be sure and give us your proper Zip Code as new post office regulations require that all magazines be addressed with the proper Zip Code. If you will help us in this matter, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.

CHANGE OF ADDRESS

Each member of the B. of R.S. in good standing is entitled to receive a copy of THE SIGNALMAN'S JOURNAL each month. If you change your address, or are not receiving the magazine regularly, fill in this coupon and mail to:

The Signalman's Journal
2247 Lawrence Ave.
Chicago, Illinois 60625

Name _____

Lodge No. _____ **Cert. No.** _____

Street or Box Number _____ **Apt. No.** _____

City _____ **State** _____ **Zip Code** _____

Retired Vice President D. C. Cone Passes Away

D. C. "CLINT" CONE, WHO RETIRED AS A VICE president of the BRS in October, 1952, after serving our Brotherhood in that position for 35 years, died suddenly of a heart attack on January 9, 1972. He was 84 years old.

Brother Clint, or "D.C." as he was affectionately called, was loved and respected by all those he came in contact with over his long career as an officer of the Brotherhood, which started in 1917, when he was elected the first full-time vice president of the organization. He was re-elected to that post, at each succeeding BRS Convention until he retired, without opposition, a remarkable tribute to his exceptional ability.

The 1917 BRS Convention, at which he was elected vice president, was the first attended by Clint. He was 30 years old at the time and a delegate of Local 34, which he joined in May 1913, shortly after going to work for the New York, New Haven & Hartford Railroad.

While Cone held his seniority on the New Haven, he had prior service with the Erie Railroad, where he started railroading as an office boy in 1902. In 1906, he began his signaling career as a helper in the Erie Signal Department. When he was laid off in 1910, he went to work for the New York Subway in the signal construction forces, but this job ended in 1912. He then worked a short time for the Union Switch & Signal Co. and the General Railway Signal Co., in their construction forces, until he went to work for the New Haven in 1913.

Brother Cone's interest in union activities became apparent at the first meeting of the Brotherhood he attended. The record discloses that he was elected Chief of Lodge 34 and chairman of the grievance committee at that first meeting. He remained active in the affairs of the Lodge and the New Haven System Committee, later becoming general secretary and general chairman of that system-wide organization.

During the early years of his full-time service as a vice president of the Brotherhood, Clint traveled extensively across the United States, and into Canada, organizing and installing new lodges of the organization. His organizing activities continued throughout his long career, and it is estimated that he signed up more new members for the Brotherhood, and installed more new lodges, than any other individual.

Clint was not only a dynamic organizer for the Brotherhood, but was a leading figure in all other activities of the organization.

In 1918 he headed a committee which put together a basic agreement which was to serve as a pattern for future negotiations for wages, hours of service and working conditions in the signaling craft. A year later he was chairman of a committee which used this basic agreement in negotiating a national agreement covering signalmen working for railroads then under federal control. Prior to this time, there were only a handful of agreements covering signalmen in effect with railroads in the United States. The first agreements covering Canadian members were also negotiated under Brother Cone's leadership.

Brother Cone's work during his long career as an officer of our union included participation in every facet of the Brotherhood's activities. He became widely known in the Nation's Capitol, not only as the Brotherhood's National Legislative Representative, but as a highly respected representative of railroad workers in general on Capitol Hill. He participated in all movements to secure legislation beneficial to railroad workers, during his two decades in Washington.

In 1960, Clint decided he had been retired long enough and he accepted appointment as an Usher in the U. S. Senate. He retired a second time, from that job, in 1969, primarily because of failing health.

Services were held for Brother Cone at the Arlington (Va.) Funeral Home on Wednesday, January 12. He was laid to rest in the National Memorial Park Cemetery, Falls Church, Va. Honorary pallbearers included BRS President C. J. Chamberlain, and Vice President B. H. Steuerwald.

Survivors include Brother Cone's widow, Louise; a son, C. Clinton Cone; a brother, George Cone of Long Island, N. Y.; a sister, Alice Sheehan of Hollywood Beach, Fla. and a granddaughter and great-granddaughter.

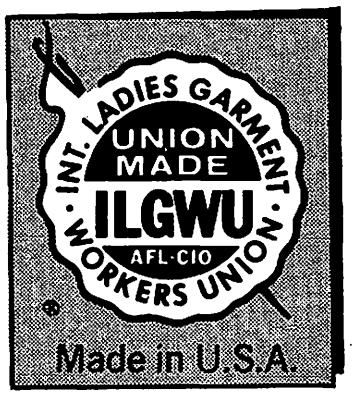
The officers, staff, and the many friends of Brother Cone extend their heartfelt sympathy to the survivors. Clint's work for the Brotherhood will be remembered as long as the organization exists.

WHEN YOU SHOP FOR
SPRING
APPAREL

LOOK FOR THIS
UNION
LABEL

Safeguard Our Jobs!

buy *Union Made* American fashions



This LABEL stands for

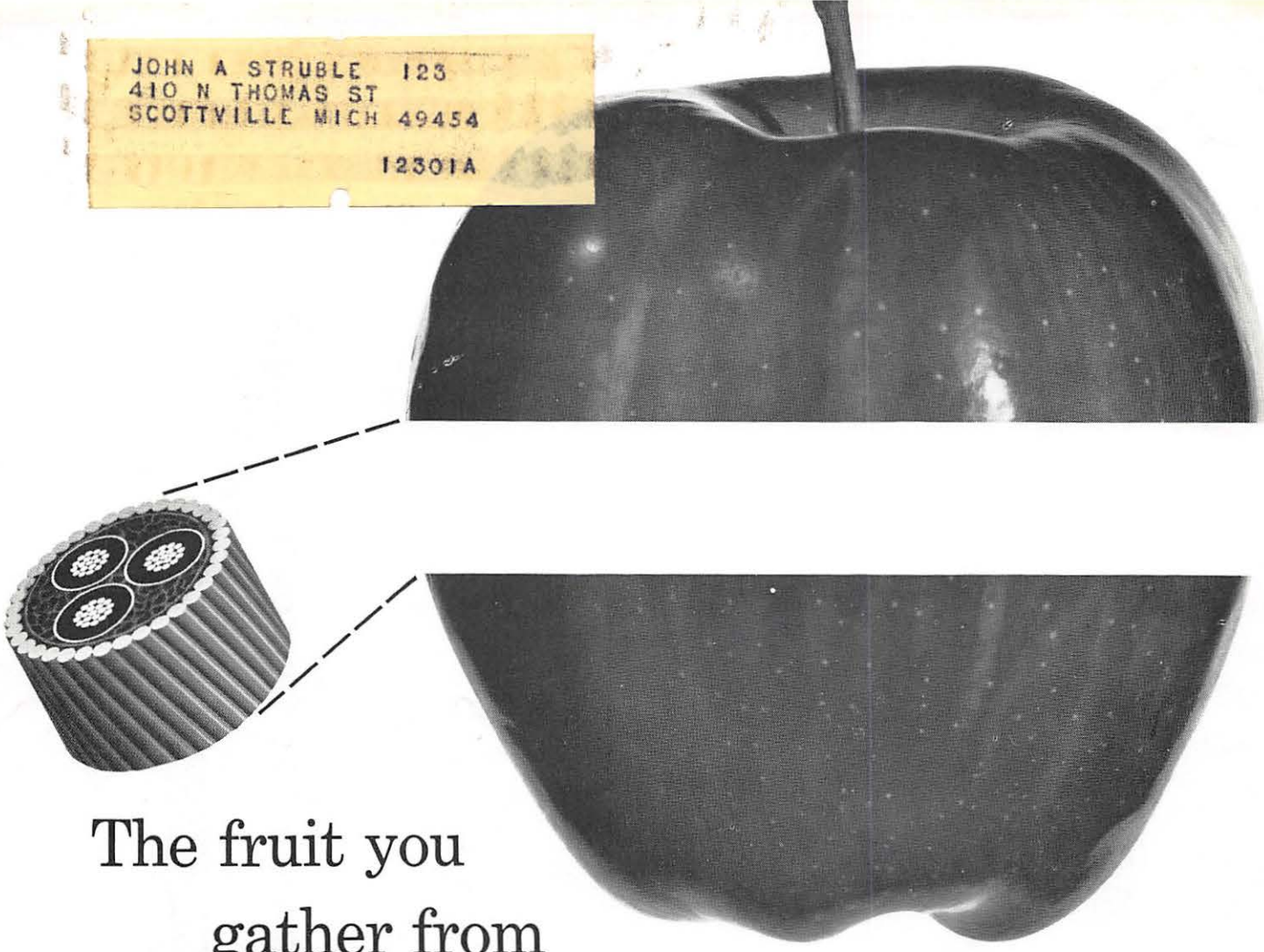
- ★ THE CREATIVITY OF AMERICAN DESIGN
- ★ THE SKILL OF AMERICAN WORKMANSHIP
- ★ THE IMPORTANCE OF AMERICAN JOBS

The ILGWU Union Label is a Symbol of progress made and more to come.

The job you save may be your own!

LOOK FOR THE ILGWU UNION LABEL IN ALL WOMEN'S AND CHILDREN'S APPAREL

JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454
12301A



The fruit you gather from Kerite's long record of successful performance is the greatest Quality Assurance there is. Total Reliability—

Specify Kerite.

The proof is not just certified on paper, it is backed by 116 years of performance.

The Kerite Company • Principal Offices: Boston; Chicago; New York; Philadelphia; San Francisco; and Seymour, Connecticut • Sales Representation throughout the United States. A subsidiary of Harvey Hubbell Incorporated.

MEMBER RPI Kerite

the cable that lasts . . . and lasts . . . and lasts . . .